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Hongkong Telegraph

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NO. 22, 9

六拜禮 號七月九英港香 SATURDAY, SEPTEMBER 7, 1929. 日五初月八

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SHOCKING POLICE TRAGEDY.

EUROPEAN SERGEANT SHOTS HIMSELF.

FOUND DYING IN LAVATORY AT HEADQUARTERS.

SUCCUMBS TO WOUND.

A shocking tragedy was enacted at the Central Police Headquarters this morning. When it was discovered that Detective Sergeant J. A. Dyerson had committed suicide by shooting himself in the head with a revolver.

Sergeant Dyerson was to have gone on duty at the usual hour this morning, but, alarmed by his prolonged stay in a lavatory, his colleagues entered the room to find him lying on a toilet. Life was extinct by the time he was admitted to hospital.

The lavatory in which Sergeant Dyerson's body was found is on the top floor of the main building, used as quarters for unmarried officers.

Rising at an early hour this morning, Sergeant Dyerson dressed himself, and was to all outward appearances in a normal condition. He later left his room and went to the lavatory where he entered one of the cubicles, into which it is partitioned.

Shot Not Heard.

The shot that was fired later does not appear to have been heard by anyone in the building, and it was not until after the lapse of some considerable time that his prolonged absence caused misgivings.

An attempt was made to force open the door, but this was found to be securely fastened with a catch which automatically acts when the door is closed.

It then occurred to those attempting to force the door to secure an entry in another way—by climbing the wooden partition which divides the water-closet from the remainder of the room.

Grim Discovery.

This was done, and the grim discovery made. The deceased was propped against the door, and the position suggests that after deliberately seating himself on a chair, he shot himself, and then fell forward with his head against the door.

The bullet, after entering the right temple, passed through the head and lodged itself in the wall. It was picked up afterwards, and was found to be one of .38 calibre, of the kind issued with Service revolvers. The weapon itself had dropped from the Sergeant's hand to the ground.

Varied Career.

Formerly a perfumer by trade, the deceased had gone through a varied Service career before he joined the Hongkong Police Force. A native of Stepney, he had served with the London Regiment during the War, and was for some time with the Royal Irish Constabulary and with the Palestine Police.

On being enlisted for the Hongkong Police Force, he left home with a batch of other recruits on October 26, 1923, arriving here on December 1.

Efficient Officer.

Although of a somewhat reserved disposition, Sergeant Dyerson was extremely well-liked by his comrades and his superior officers have nothing but words of commendation for his conduct and efficiency as a detective officer. "He was a thoroughly dependable man, who could be trusted to carry out any job assigned to him," said his Departmental Chief when seen by a Telegraph reporter this morning.

Only 31 years of age, the deceased was unmarried.

ESTATE OF LATE CAPT. INNES.

LEFT OVER \$96,000 IN HONGKONG.

ALL GOES TO WIDOW.

Capt. Robert Innes, formerly Marine Superintendent to Messrs. Butterfield and Swire, Hongkong, who died at Hoboken, New Jersey, U.S.A., on or about January 27, this year, left Hongkong estate to the value of \$96,000. Letters of administration with the will annexed have been granted to the widow, Anna Innes, who is the sole executrix appointed by the will, and to whom everything is bequeathed.

The late Capt. Innes and his wife resided in Hongkong continuously from 1913 until last year, when Capt. Innes retired. On April 14, they left Hongkong for the purpose of travelling abroad and went to London where they stayed for some months. On January 14, this year, they went on a visit to the United States, but Capt. Innes was taken ill and when the ship reached Hoboken, he was removed to St. Mary's Hospital, where he died.

Probate of the estate of Lau Yu-fong, alias Lau Shung-wah.

who died on or about September 21, 1927, at No. 14, Cranville Road, Kowloon, leaving \$194,400, has been granted to his concubine, Lau Fok-chi, residing at No. 7, Wyndham Street. Petitioner is the sole executrix of the will and everything is bequeathed to her.

Local state to the value of \$33,600 was left by Charlie Tom, alias Tom Wat-fong, alias Quoy Kim-kei, alias Quong Kim, who died on May 9, 1927, at To Chung village, Tai Ping District, Kwangtung, Testator, who was formerly of Baltimore, Maryland, U.S.A., appointed his son, Hon Lee, No. 63, Bonham Street East, as executor. Everything is bequeathed to the son.

PERFECT SCHNEIDER CUP WEATHER.

ITALIAN SEAPLANE RISES AT SECOND ATTEMPT.

London, Sept. 6. The six British and Italian seaplanes which will compete for the Schneider trophy to-morrow successfully passed their preliminary tests to-day. The British planes went through their trials without accident, but there were thrills when it was seen that the second Italian machine the new Macchi, piloted by Lieutenant Monti, had failed to rise at the first attempt.

When the plane rose at the second attempt British and Italians joined in ringing cheers. The six machines later successfully completed their test for seaworthiness. They were afterwards towed in from the buoys to which they had been fastened, taken up the slipway, brought ashore and placed in guarded hangars.

Experts predict perfect weather conditions for the event. "Sea and wind slight, visibility good" is their forecast for to-morrow.

The Prince of Wales flew down to Calshot from London and saw the trials.—British Wireless.

INDUSTRIAL PEACE CONFERENCES.

TRADE UNION CONGRESS APPROVAL.

London, Sept. 6. The Trade Union Congress today overwhelmingly rejected a motion to terminate the Industrial peace conferences with the Melchett group of employers.

A resolution was adopted demanding that the Government appoint a Royal Commission to enquire into the relationship of industry and finance, and drawing attention to the dangers of nationalisation in industry unless labour is fully organised.—Reuter.

FINE WEEK-END.

The weather forecast up to noon to-morrow is:—North-east winds, moderate; fine generally.

BRITISH REVERSE DENIED.

DENIAL OF A BATTLE WITH BEDOUINS.

SUSPECTS BEING ROUNDED UP IN PALESTINE.

TENURE TO CONTINUE.

London, Sept. 6. In a communique, the Colonial Office states that there is confirmation of unofficial reports which have been circulated to the effect that an engagement has taken place at Gaza, in which the British forces were alleged to have been in action against Bedouins from the Sinai Peninsula, and to have suffered heavy losses.

On the contrary, later official reports from the same area indicate that all is quiet there.—British Wireless.

A Trusteeship.

Geneva, Sept. 6. Mr. Arthur Henderson, the British Foreign Secretary, addressing the League Council on the events in Palestine, said the British Government regarded its Mandate as a trusteeship, it most profoundly regretted the grave and unfortunate events which had occurred.

It was, said Mr. Henderson, difficult to offer a full explanation of the causes of the disturbance until order was more completely restored. He hesitated to say that the disorders were definitely ended but it might be said that the situation had been kept in hand.

Mr. Henderson emphasised that Martial Law was not in force, stating that the participants in the disturbances were being tried in the ordinary Courts.

Mandate to Continue.

He declared that the British Government had no intention of reconsidering the tenure of the British Mandate in Palestine, and repeated verbatim the statements on this matter and the scope of the proposed inquiry as embodied in the Colonial Office communique of Tuesday last.

M. Briand declared that the French Government had taken the necessary measures to prevent aggravation of the disorders from the Syrian side, and added that he did not think there would be any recrudescence of trouble.—Reuter.

The British Inquiry.

London, Sept. 6. Mr. Henderson's statement on British policy in Palestine was made subsequent to a wish expressed by M. Poincare, the French Foreign Minister, for enlightenment on the subject, as the Council of the League was indirectly responsible for the welfare of the inhabitants of Palestine.

After outlining British policy, Mr. Henderson said his Government had already issued a statement showing what steps had been taken to ascertain the immediate causes of the dispute, and the Commission under Sir Walter Shaw was being organised for this purpose. "I may remind you," he said, "that a declaration as to its policy in Palestine has already been issued by my Government, and it is fully prepared to observe all its obligations under the mandate. An inquiry is being instituted into the immediate needs of the situation and will not extend to any questions of major policy."—British Wireless.

Reassuring News.

London, Sept. 6. The Colonial Office states that the situation in Palestine is reported to be quiet in all districts.

Our forces have been actively employed in searching for hidden arms and in apprehending suspects.

The Jewish colonies were being reoccupied in the Safed and Haifa districts.—Reuter

It is ordered that the Head of the Sanitary Department, or any officer deputed by him in that behalf, shall be the competent authority and he is hereby empowered to deal with any nuisance under section 162 of the Public Health and Buildings Ordinance, 1903, as enacted by the Public Health and Buildings Amendment Ordinance, 1927.

END OF THE SEASON CRICKET.

KENT'S VICTORY IN MATCH WITH THE M.C.C.

SOUTH AFRICA DRAW.

London, Sept. 6.

No fewer than four centuries were compiled in the match between Kent and the M.C.C. which finished at Folkestone to-day, Kent winning by 140 runs.

In the first innings, Kent made 206, Kennedy taking five wickets for 59. The M.C.C. replied with 318, Hearne restoring the Kent bowlers and scoring 104 before his wicket was taken.

Going in again Kent piled up 513 for nine wickets before declaring. Two centuries were made in this innings, Johnson being not out at 100 and Woolley compiling 142.

Going in with a big task in front of them, the M.C.C. failed to equal Kent's total, being all out for 261. Lee played a fine innings and made 104 before his wicket went down.

South Africans Draw.

The match between the South Africans and Mr. C. I. Thornton's eleven, played at Scarborough resulted in a draw. Batting first Mr. Thornton's eleven made 388, centuries being scored by Hobbs and Hendren with totals of 151 and 114 respectively. The South Africans made a poor showing in return, being all out for 211. In the second innings Mr. Thornton declared at 130 for three wickets, leaving the South Africans 308 runs to get to win. The match ended when the score board showed 273 for the loss of eight wickets.—Reuter.

SOVIETS' ATTITUDE MAINTAINED.

RESTORATION OF RELATIONS WITH BRITAIN.

THE LATEST OFFER.

Moscow, Sept. 6. That the Soviet still maintains its former attitude regarding the negotiations with Britain for the restoration of diplomatic relations with great Britain was shown when M. Litvinoff was interviewed regarding Mr. Henderson's recent offer.

The Soviet's attitude at the discussions over a month ago was that the immediate appointment of ambassadors was the first necessary step and after that the Soviet was agreeable to discussing outstanding questions in London. Mr. Henderson replied that the immediate restoration of diplomatic relations was impossible and the conversations ended.

Interviewed at Geneva this week Mr. Henderson stated that the British Government was desirous of restoring diplomatic relations as soon as possible and that the invitation to the Soviet to send a representative to London to discuss the most expeditious procedure still stands.

To-day, M. Litvinoff said, the Soviet was willing to take the necessary steps and send a representative empowered to discuss the procedure for further negotiations only.—Reuter.

CANTON PLANES AT SHANGHAI.

TWO DAMAGED ON MAJING LANDING.

Shanghai, Sept. 6. The two Canton aeroplanes, Chung Shan and Tung Koon, reported missing some days ago, and later located at Amoy, departed from that port this morning and arrived here in the afternoon.

On landing, both planes were damaged. The Chung Shan landed in the Melchett suburb, while the other plane was damaged on landing at the Lungwa aerodrome. The passengers and pilots, however, all escaped unhurt.

The third plane, the Tai Shan, which was badly damaged while landing at Amoy during the week-end, is returning to Canton, having decided not to continue the flight to Nanking.

PACIFIC BRITISH POLICY.

MR HENDERSON LAUDS ARBITRATION.

READINESS TO SIGN NEW OBLIGATIONS.

EUROPE FEDERATION.

London, Sept. 6.

When the League Nations Assembly this morning resumed its general discussion on the report of the League for the past year, Mr. Arthur Henderson, British Foreign Secretary, observed that the League had now become a powerful institution, exercising an ever-increasing influence upon the moral spiritual ideas of the peoples of the world.

He stressed the importance of arbitration for settling international disputes. Arbitration was important on account of the spirit it would create between nations who no longer relied on armed conflict to settle their disputes. That was why Great Britain had decided to sign the Optional Clauses.

To Help Victims.

Britain would be ready, continued Mr. Henderson, to sign a treaty for strengthening the means of preventing war. Britain was ready to sign as soon as it was ready for financial help towards nations who were the victims of aggression, and a third committee should examine the terms of a model treaty for strengthening the means of preventing war.

Mr. Henderson read a draft resolution which will shortly be placed before the Assembly by the British delegation. The resolution proposes that a committee should be appointed to revise Articles 12 and 15 of the Covenant in order to bring them into line with the Kellogg Pact.

Mr. Henderson said the British Government was ready to accept the procedure which might seem most wise to adopt in this connection, provided the main principle was agreed to. Our only purpose, he added, was to bring the Covenant into line with the present situation.

Situation Explained.

In regard to Mr. Henderson's statement, it may be pointed out that the Kellogg Pact, if shown of the reservations appended to it by certain signatories, would place an absolute ban on war, "as an instrument of national policy," except in legitimate case of self-defence by a nation which had been attacked. The League Covenant, on the other hand, merely provides, under its Articles 12 and 15, that where an international dispute is submitted to arbitration or judicial settlement, or to inquiry by the League Council, and where the latter fails to reach a unanimous decision on the rights and wrongs of the dispute, individual members of the League are free, after three months from the failure to agree, to take such action as they please.—British Wireless.

Federation of Europe.

Geneva, Sept. 6. M. Briand, in the course of a speech yesterday, vaguely referred to his famous project for an economic federation of Europe.

He urged the delegates that there should be some link between the various States enabling them to act in common during any grave emergency, while retaining their individual sovereignty.

Heads to Confer.

It is stated to-day that M. Briand intends to invite the heads of the European delegations to confer with him next week about the establishment of a European Federation.

It is understood that M. Briand will propose the appointment of a Committee to examine the scheme, and to submit proposals to the League at the next meeting of the Assembly.—Reuter.

Council Sessions.

Geneva, Sept. 6. The League Council has decided to reduce its sessions from four to three annually, subject to reconsideration if the change does not work satisfactorily.—Reuter

(Continued on Page 14.)

Bulls and Inners

From the Office Butts.

A Budget Thought:—In government, there's no vision like super-vision.

MacWhirter says golf is like marriage—it looks quite easy.

You know it's a small town when you get a three-headed news item about a public clock having twisted its hour hand.

A correspondent writes pointing out one of the advantages of playing bowls with the coat on. But this is a family paper.

A scientist has discovered that the average lady's clothing weighs three pounds, made up mostly of watch, shoes and ear-rings.

Hongkong's population keeps on increasing in spite of all kinds of shortages.

"Vote for Public Loans," says a newspaper poster. Yes, he seems a popular candidate.

Thieves recently broke into a Hongkong shop, but the only thing they stole was a camera, which was later found in the street. No doubt they intended taking other things with it.

We understand

that Tom Webster has drawn several horses in the St. Leger.

Some Hongkong folk who boast of having open minds should get them closed for repairs.

Looks as if the Director of Air Services will soon have something to direct.

When a lawyer puts two and two together, it usually makes ten dollars.

The trouble with many boarding houses is that the bed bears too close a resemblance to the board.

[A tragedy of lost minutes.] From the C.S.O. to the C.S.P.: "Office minutes missing; please come and see."

From the C.S.P. to the D.C.I.: "Minutes have been lost; find out why."

From the D.C.I. to the C.S.P.: "Eaten by white ants; no remedy."

From the C.S.P. to the C.S.O.: "White ants responsible; don't you know?"

From the C.S.O. to the P.W.D.: "White ants attacking; please come and see."

From the P.W.D. to the C.S.O.: "How many white ants? Please let us know."

So the white ants chuckled, and worked away: "We're always busy here, night and day."

And their queen swelled grandly as head she tossed: "I'll tell the world how minutes are lost!"

A man who sings when intoxicated rarely finds the right key, says a writer. Or the right key-hole, for that matter.

A shop assistant writes us about a long-standing grievance! The Bateman cartoon is yet to be drawn depicting the consternation of Kowloon residents who saw a ricksha coolie running on the rough part of Nathan Road.

Now that there is to be an English Association in Hongkong some husbands will have a chance of making up their arrears.

There is no truth in the story that the Police provide guides for Hongkong lawyers so that they may find the Kowloon Magistracy.

Two news items from Scotland:—Saving's Banks show increased accounts. "The stockholders' fund has been taken up by many women."

Hongkong, apparently, would raise more money rather than the Dickens.

Scientists have found a prehistoric double-jointed creature. Obviously, the early pedestrian.

We notice that the Theosophists plan to breed a superior race in California. What about competing for the Schneider Cup instead?

A news item says the birth rate has been falling off recently in the United States. Stopes to conquer.

The new sun tan cosmetic has one great advantage. It doesn't hurt so much to get slapped on the back.

As far as we can see, the only drawback about those endurance flights is that the fliers ultimately come down.

[A. Peak resident complained the other day that the water coming through the pipes looks like beer!]

When the colour of the water looks like beer: Take a warning! Drink it not. There's a fenny. Though it looks quite alcoholic, it will only give you colic. And you'll get no fun and frolic. When you're queer!

Palestine wants peace and more soldiers to enforce it.

The married man who misses the last ferry discovers later on that he has caught it.

Seems that the Government wants purchasing orders to be a thing of the past.

A Norwegian claims to have invented the S.O.S. call. A sort of Norse code.

"School children of to-day have decidedly original ideas," says a London professor. Especially in spelling.

Hint to married men:—Don't carry cigars in the waistcoat pocket. It is difficult to explain why they get crushed after a late night at the office.

We are glad to say that very few sons of Hongkong's robbers follow in their fathers' fingerprints.

A London taxi-driver admitted to having taken twelve bottles of Guinness in three hours. Stout fellow!

The vastly improved ball room at Government House is to be used for meetings by the English Association. It seems to be an association of ideas.

Sing a song of court dress. Collars all awry; Beads of perspiration. Dim the sergeant's eye. But there is a way, sir, To overcome the heat. You mustn't don a blazer. Something bright and neat. But never wear a collar. That's all Tommy-rot. No one's going to holler. Just because it's hot.

Couldn't ZBW have induced H.E. to give his water address in the evening as a bedtime story?

In these debates about parity of naval strength, they seem to forget all about paring down the navies.

There is no truth in the rumour that the Government proposes to impose a tax on goat's milk in order to earn revenue for the building and maintenance costs of the new equestrian park track.

Hey! Ho! Hitch up your breeks and sing! Yo Ho! What Ho! Or the jolly old ship Kow Sing. She's been tossed about. On the harbour deep. She's been raved about. In the experts' sleep. She's behaved about. Like the old black sheep. But now those days have passed. She never really was to blame. So let the rafters sing; She's now got something like a name—

For she's H.M.S. "Kau Sing!"



"You can tell a girl's character by her clothes."

"Nonsense! I'm sure girls have more character than that."

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THE DIOCESE OF VICTORIA.

OUTLINE OF TEN YEARS' LABOURS.

At the eighth meeting of the Diocesan Synod of the Chung Hwa Sheng Kung Hui in the Diocese of Victoria, held this week in Hongkong, in the Cathedral Hall, the President of that body, the Bishop of Victoria addressed the gathering, composed of about 40 delegates, on the subject of "Present tasks in the light of the experiences of the past decade."

He said: "Brethren of the Clergy and Laity—I bid you all a hearty welcome to this eighth meeting of our Diocesan Synod. I desire to address you to-day on the subject of 'Present Tasks in the light of the experiences of the past decade.'"

1.—The Past Decade.
(1.) The Tenth Year of My Episcopate:
In June last I entered upon the tenth year of my episcopate as sixth Bishop of this diocese. The years have gone by like a flash and I can only say as I pass them in review "So little done, so much to do."

A wise man has said "Plan your life for eighty years but be prepared to go to-morrow." As I think of the hopes with which I set out in 1920 and of what has been accomplished, I realize how many of them have remained unfulfilled. Nine years ago I hoped the number of our Chinese clergy would have been doubled by this time and that we should have on our roll at least twenty with a stronger and ever stronger type of man offering for this work. We have in fact to-day only 11 Chinese clergy of whom two are working outside the diocese. Nine years ago I hoped that we should by this time have been able to open up at least one new station—if anything, we have had to draw in our hands. Nine years ago I hoped that our staff would have been so strengthened that we should have had working from the centre a group of specialised workers—one to take the lead as diocesan missionary, another as educational expert and so on. In fact, our ranks have not been augmented rather gaps have been left unfilled. Nine years ago I hoped that we should 'ere this have been in a position to subdivide the diocese.

In all these matters achievements have fallen short of hope, let us try fairly to appraise the work of these past years.

(2.) Church Life Generally:
First as regards church life generally we are in the midst of a process of shifting the weight of responsibility from the Mission to the Chinese Church. The formation of the Diocesan Board of Mission last year carried us forward a long way in this respect; but it is evident that we shall have to assume heavier responsibilities still. We are not receiving the same financial help through the Church Missionary Society that we used to receive and I am afraid we are not in the years ahead of us likely to receive it; and as regards missionary reinforcements (except as relates to educational and medical workers) there has been a falling off—this, I think, is an aftermath of the European War of ten years ago.

(3.) Workers:
Both as regards Chinese and Foreign workers we have not received the accessions for which I hoped.

(a) Chinese clergy in 1920 numbered 10, priests 8; deacons 2. To-day this number is 11, 11; 1. We have two Chinese clergy working abroad, viz: the Revs. Wong Fuk-ping in Singapore, and Kong Chi-wing in Melbourne; on Sunday I hope to ordain Mr. Chung Yan-lap as deacon and (on behalf of the Bishop of the Philippine Islands) Mr. Shan Hon-san. I ought perhaps to add we have lost three clergymen during this period, one by death, one by retirement and one by transference to another diocese.

There are fewer lay workers on our books than there were ten years ago. This falling off is due in part to a weeding out of in-

effective, and in part to the political upheaval of the past years. The number of male confirmation candidates during the years in which unrest was most acute fell off considerably; the proportion has readjusted itself somewhat during the past months, but still there is a shortage of male confirmation candidates, and where this is the case there will almost inevitably be a shortage of men for the ministry and for Church work generally. The number of those confirmed since I have been Bishop (Dec. 1920 to date) is 1,749; Males 786; Females 1,014. Probably 80 per cent. of these were in connection with the Chinese Church.

(b) As regards Foreign workers again there has been a slight increase.

The figures are as follows:

	1920.	1929.
Clergy	13	9
Educationalists (men)	7	8
(women)	11	16
Medical, doctors (men)	2	2
Medical, doctors (women)	—	1
nurses	3	3
	36	38

A number of gaps have been created by the loss of European workers; several of these have remained unfilled to the great detriment of the work, and unless to the immediate future our ranks are strengthened, in particular by the addition of two clergymen, I fear the detriment will be considerably greater still.

The figures given are those on the roll of the Church Missionary Society. In addition to these there are several foreign workers on short agreement. In this review I have not included those working under the Bible Churchmen's Missionary Society in Nanning, Lungchow, Haiphong as this work has not yet come into direct relation with the Synod.

(4.) Educational Work:

I think as regards educational work there has been advance during the past ten years. Certainly the plant of our schools has been improved. In Hongkong the following new School buildings have been erected:—St. Stephen's Boys', St. Stephen's Girls', St. Paul's School, and the Diocesan Boys' School, while a hostel for women students at the University has been started though as yet it has no permanent building. In Canton Holy Trinity School has been built and in Yunnanfu a strong school is being developed. As regards primary vernacular schools, we have those in Hongkong, Canton Delta, Pakhoi and Limechow. It is not easy to see what our future educational policy should be, but concerning this general principle I am clear that we can only expect good results as the instruction in our schools is given in a thoroughly Christian atmosphere under the inspiring influence of teachers of deep religious experience, and if in any case religious education and worship cannot be carried on effectively in any of our existing schools then I think we should do well to consider the advisability of establishing week-day Bible Schools where instruction can be given in an unhampered way. I should like also to see Sunday School work more generally developed. It is certainly in several places being very effectively carried on.

(5.) Hospitals:

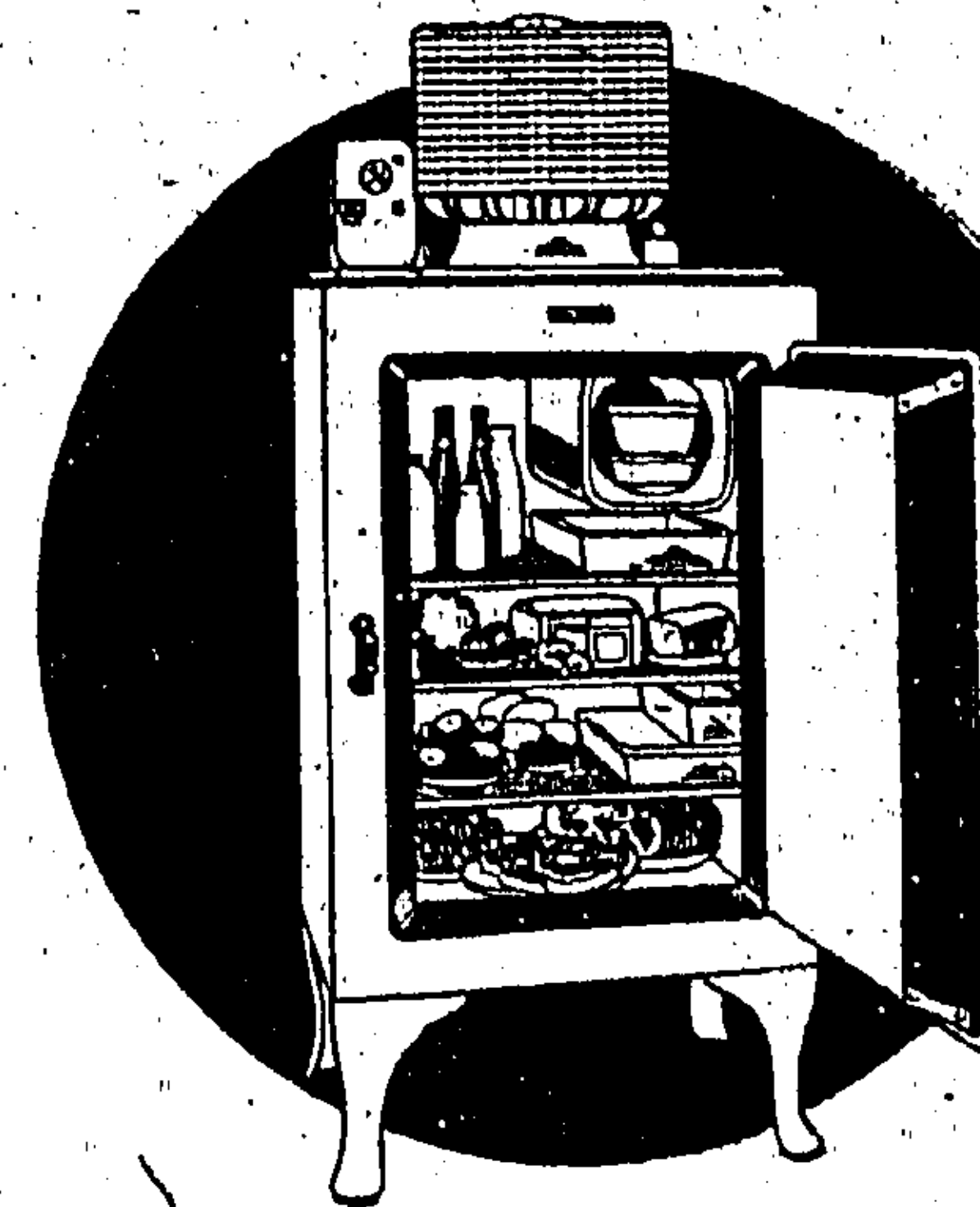
The last decade has not been an easy time for our two hospitals. For a considerable portion of this period Pakhoi was entirely without the supervision of a doctor, and though the coming of Dr. Samuel Sing has improved matters we are still far from being up to strength as regards staff. At Yunnanfu there have been important building developments during the period, the in-patients block having been built and other additions having been effected, but here also the problem

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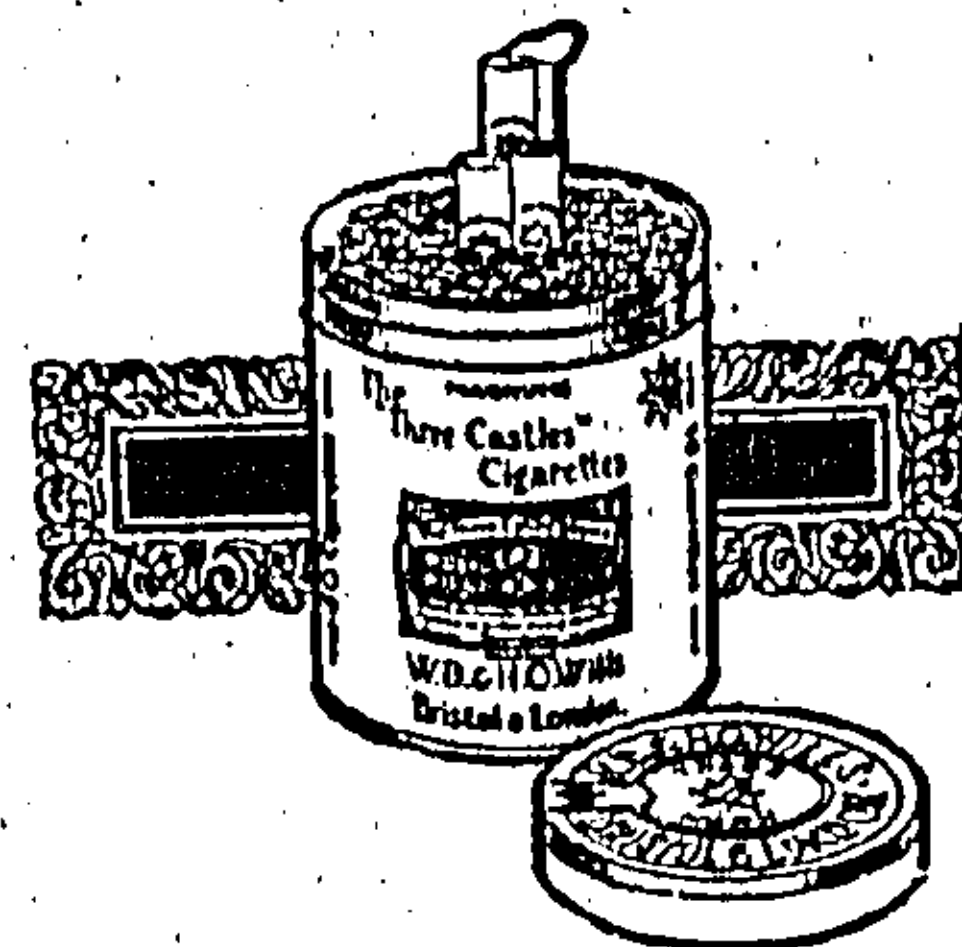


ON VIEW AT—

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"There's no better tobacco & no better brand than the Three Castles."

"Three Castles" CIGARETTES



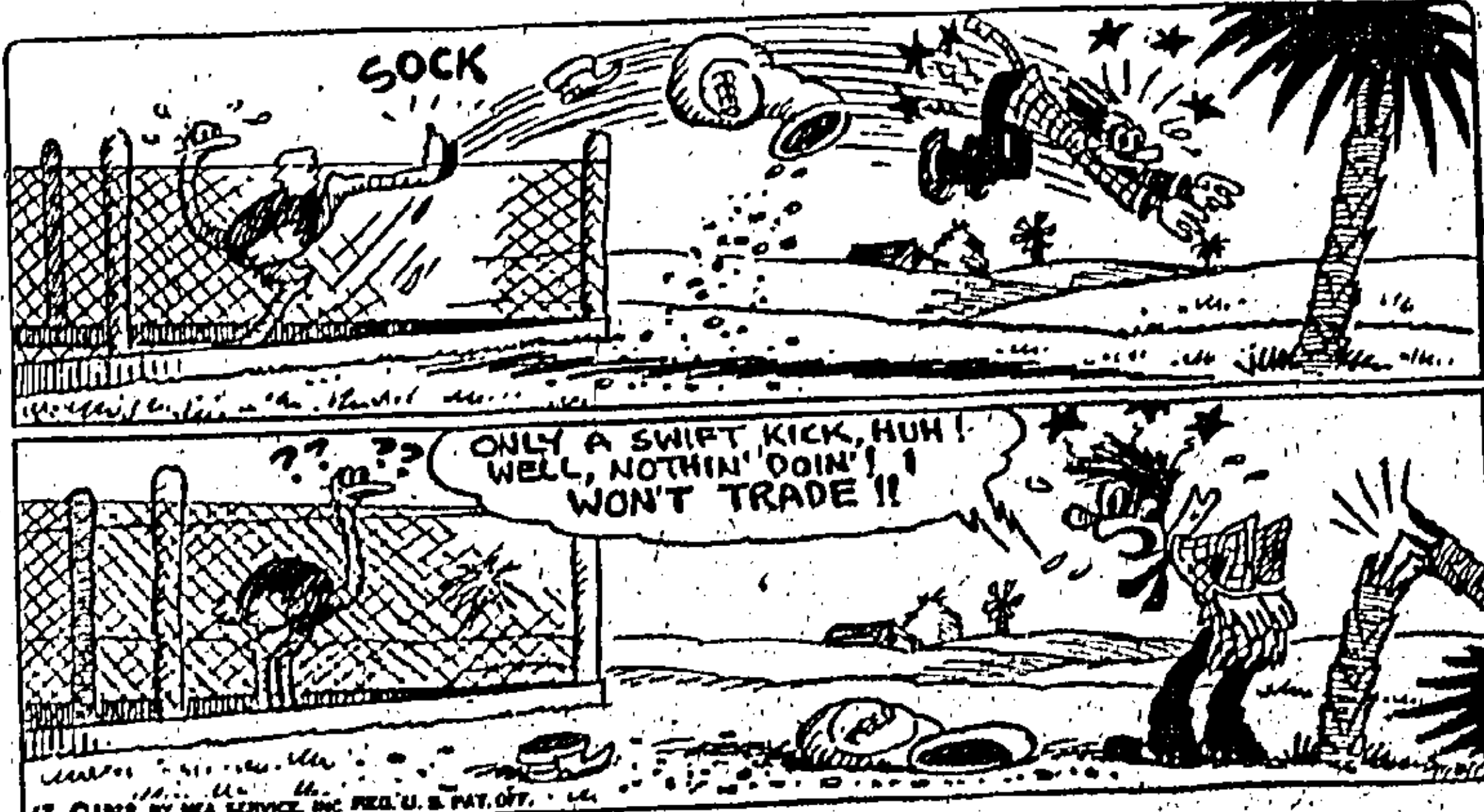
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PENINSULA HOTEL ROSE ROOM.

DINNER DANCE ATTRACTION.

(TO-DAY) SATURDAY, Sept. 7th 1929.

NINA AND JACQUES

— dancers —

assisted by an augmented orchestra
will give Exhibitions of the
very latest dances

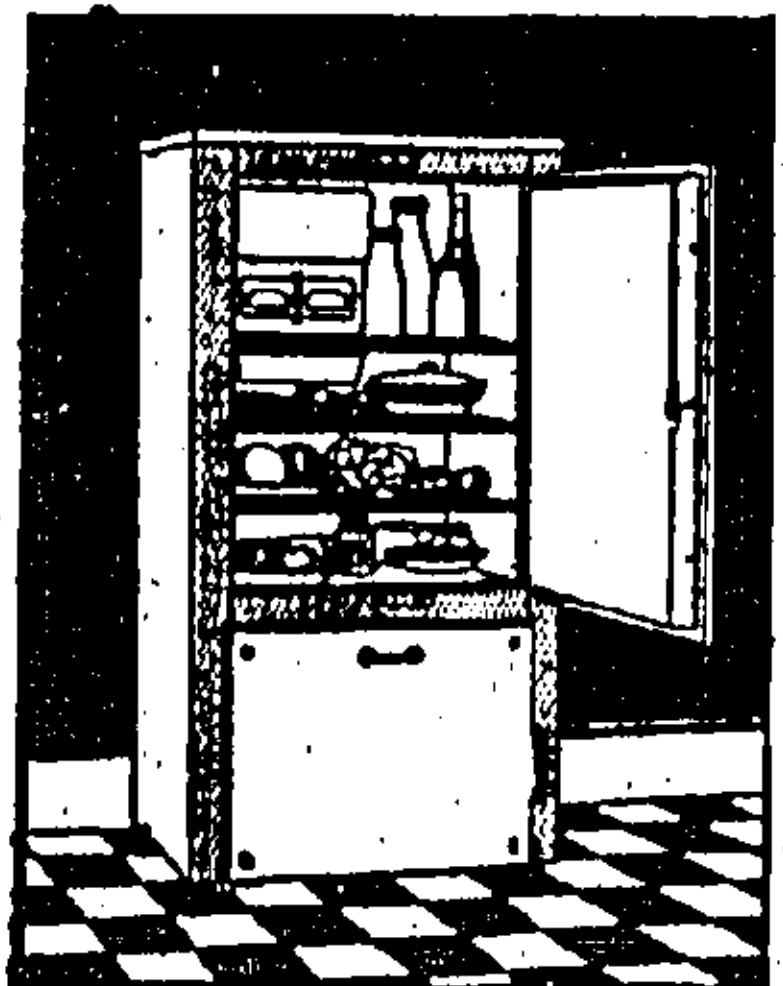
The Argentine Tango, Dance to Death,
The Latest Blues and Ballroom Dances.

DINNER \$4 00 per head.

Tables may be booked at the Hongkong,
Repulse Bay, or Peninsula Hotels
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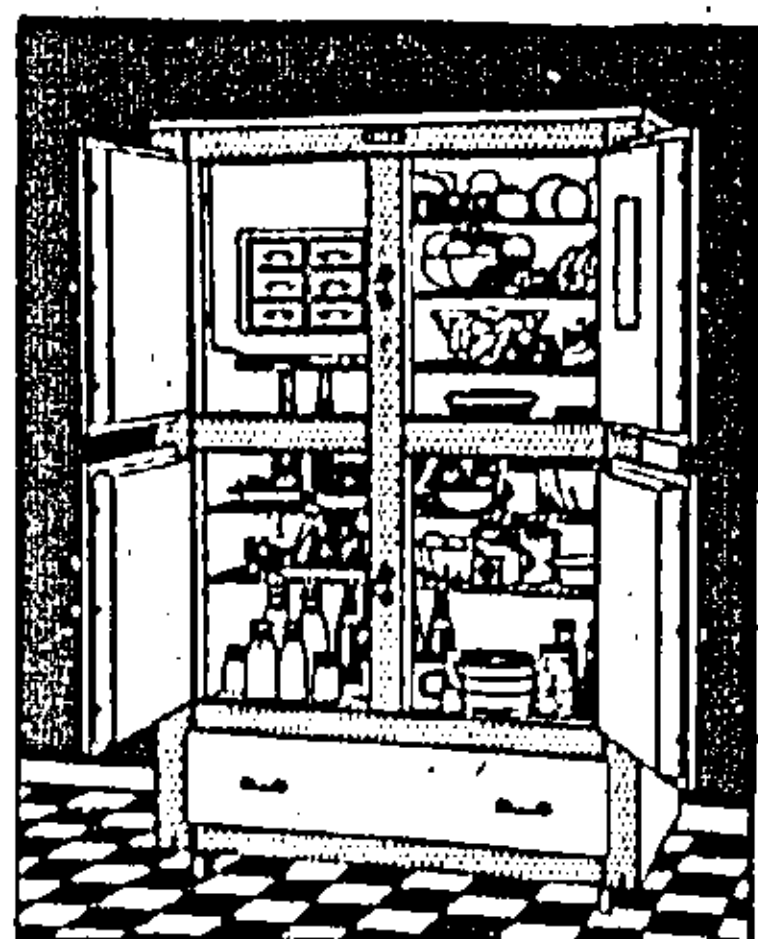
Frigidaire



WHETHER IT
BE THE BABY
AP-4
OR THE ROOMY
AP-18

WE HAVE
THE MODEL
TO SUIT
YOUR
REQUIREMENTS.

ALL ARE
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THE NEW
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FRIGIDAIRE COLD CONTROL.

DODWELL & CO., LTD.

Sole Agents for Hongkong & South China
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Are you also a victim
of the prevalent complaint?

Mackenzie & Co's

HONGKONG FOOT POWDER
OR OINTMENT

will cure you.

The Colonial Dispensary

13, Queen's Road Central.

Tel. C. 1877.

HONGKONG BENEVOLENT SOCIETY

(Est 1880)

The Society exists for the purpose of relieving
distress in the Colony, and strives to find
work for the Unemployed.

Members of the Committee attend at the
Society's Room City Hall, every Monday, and
Thursday at 10.30 to interview applicants and
to receive gifts of part-worn clothing, etc

THE AMBULANCE BRIGADE.

HAPPY GATHERING AT THE HONGKONG HOTEL.

At the invitation of Mr. Funk Kong-un, a member of the Finance Committee of the St. John Ambulance Brigade, about two hundred members of this Corps, representative of all the divisions of the Colony, gathered at the Hongkong Hotel roof garden for tea yesterday afternoon.

Besides the many members of the Brigade, those present included the Hon. Mr. J. P. Braga, Mrs. E. P. Minnett, Mr. Ho Leung, Mr. Ho Kom-long, Mr. Fung Hing-chuen, Mr. Tang Shiu-kin, Dr. T. P. Woo, Dr. T. W. Ware, Dr. Ma Luk, Dr. Ho Hing, and the following officers of the Corps.—Messrs. A. Morris, J. Ralston, A. el Arcull, Wong Kwong-tin, A. H. Rumjahn, Chak Tai-kong and others. Addressing the gathering, Mr. Ralph said:

This gathering has, as you all know, been arranged by Mr. Funk Kong-un and it is at his invitation that we are all present here to-day. Mr. Funk takes a great interest in the work of the Brigade; he is a Vice-President of this District and he is, I may add, a very active member—of our Finance Committee. Some time ago he expressed a desire to invite all members of the Brigade to a festive gathering, as a mark of his appreciation of our work generally, but especially of that done in the recent vaccination campaign.

During that campaign no fewer than 334,000 persons were vaccinated free of charge by the Ambulance Brigade, and I would like here to thank you all personally for the excellent work you did. And now, on behalf of all assembled here, I tender to you, Mr. Funk, our very hearty thanks for the great interest you take in our work, and for your kind hospitality to-day. (Applause.)

A Motor Ambulance.
I have another pleasant duty, that is to announce the presentation of a motor ambulance to the Brigade. The donor is Miss Chan Che-hing whom we thank most cordially for this generous gift. The Ambulance which is now on view opposite the Hotel, in Pedder Street, is attached to the newly-formed Motor Drivers' Association Division, of which unit Mr. Lam Wing-kun is the Officer-in-Charge. The members of this division—being motor experts—will take charge of the vehicle and keep it in first class condition, but it will be at the call of all members of the Brigade in case of need, and can be got by ringing up C.4316. I would like to state for your information some of the rules which have been drawn up in this connexion:

The Ambulance is at the call of all members of the Brigade, irrespective of division, in case of emergency.
No payment is permitted, and is not to be required either from the Brigade member making the call, or from the patient.
Money payments are contrary to the spirit of the Brigade regulations and are irregular.

The Log Book which is kept in the Ambulance is to be signed by the member making the call, and countersigned by the member in charge of the Ambulance at the time.

All cases where the Ambulance is used are to be reported in writing without delay by the member making the call and the officer in charge of the Ambulance.

In cases of emergency a telephone message should be sent to the District Superintendent (C. 1586 or C.1616) who will attend personally.

Any irregularity, difficulty or delay in obtaining the Ambulance is to be reported in writing at the earliest opportunity.

Finance.

While on the subject of help given to the Brigade I would refer to the efforts of the Finance Committee, all stalwart helpers, among whom is our old friend Mr. Ho Kom-long, the first of the many Chinese gentlemen to help the movement in the Colony. (Applause). Subscriptions are coming in, and I am pleased to see that there is an increase in the number of Europeans who are showing a practical interest in our work by sending subscriptions. We have been helped, too, very considerably by the Finance Committee who organised a theatrical performance and another at a circus. It has to be remembered that we receive no financial help whatever from Government, hence we are deeply indebted to the Finance Committee and to the public for their support.

And here let me repeat the rule which you will know and observe, viz.—that no fee is ever charged by the Brigade for any help or services rendered, and no member may in any circumstances receive any fee or payment whatever for rendering service. Should any who have received help wish to show their appreciation they can do so by sending a subscription to the Hon-Treasurer or to any member of the Finance Committee.

Doing Useful Work.

We are carrying on our usual work, attending Races, gymkhanas,

THE CANTON PLANES.

FURTHER REPORTS REGARDING MACHINE'S MISLAP.

Canton, Sept. 6.

The early telegrams concerning the Cantonese planes were very confusing, some reporting that the three planes left behind were damaged while landing owing to the circumscribed area of the Amoy aerodrome; others saying that the "Toishan" had crashed between Hangchow and Shanghai.

The circumstances of the flight have now been made clear by a telegram received on the 4th by the Aviation Bureau from General Chang Wai-chang that when the "Pun Yue" took to the air from Amoy, the "Namhoi" and "Toishan" followed up but unfortunately due to the strong wind and heavy rain, the "Toishan" overturned, but both Commanders Yang and Wang escaped injury. The same telegram said that the two men would take the boat to Shanghai and that the "Tung-kun" and "Chungshan" would fly north the next day, weather permitting.

The other members of the Canton Aviation Bureau, who are to be stationed in Nanking, left Canton by a Butterfield and Swire steamer, leaving Canton on the 5th. They are all trained officers whose names are Tam Chung-yun, Ma Chung-kwai, Shik Yan-chow, Au Yang-ching, including 32 cadet graduates of the Aviation School at Tai Shan-lau.—Canton News Agency.

fires, athletic meetings; doing street duty during typhoons, festivals, public functions, and processions, while individually we are always on duty ready to attend and render First Aid, until a doctor arrives, in all cases of accidents or personal injuries. Attendance at the various beaches has proved useful, as in several cases our men have successfully treated apparently drowned people, while one of our number, Corporal Chan Sik-pui has to his credit two cases of conspicuous bravery in saving drowning persons at imminent personal risk.

In another case, the Bellios Medal has been awarded to Private Lau Kau, of the Railway Division, for saving the life of a Chinese woman at Fanling earlier in the year. Private Lau was severely injured but is now well again and I am glad to see him with us to-day.

The Nursing Divisions.

The members of our two Nursing Divisions are doing good work in a quieter way, perhaps, but none the less effectively, while the training they are receiving is making them more useful members of the community. Perhaps I am giving away a secret in saying that after our last inspection by H. E. the Governor the photographs of the Nursing Division were sold out at one of the photographer's stores, being eagerly snapped up by young men—not all of them Chinese, either (laughter)—who were filled with admiration of the good—well, shall I say the good looks or the good work of the members (laughter).

New Men's Divisions have recently been formed; the old King's College Division becomes the King's College Old Boys' Division, a new King's College Division being formed; then we have the Motor Drivers' Association Division, already referred to, and the Chinese Athletic Association Division. Other Divisions could be formed—we have numerous applicants—but we are limited by the funds at our disposal. We are forming too a Despatch Rider Section, to be used in case of emergency, and several members owning motor cycles have joined.

Two Officers Resign.

While thus adding to our numbers, however, I regret to say we are losing two officers, Mr. Robert Choa, Divisional Superintendent of the St. Joseph's College Division, has been obliged to resign on account of indifferent health, and Mr. Ewart, Divisional Superintendent of the King's College Old Boys' Division, is resigning on leaving the Colony.

We part with them with the greatest regret and offer them our best wishes for the future.

Our Training Courses are being carried on as usual, and I hope that before the end of November every member will have passed the Annual Examinations prescribed.

As you know, a member on passing the 3rd year First Aid Examination is presented with the Medal of the St. John Ambulance Association to be worn on the watch chain but not in uniform, except in the case of members of the Nursing Divisions—as a visible token of efficiency.

Several of these, are ready, and I have much pleasure in asking Mr. Funk to hand them to those who have qualified for them, and to distribute First Aid and Home Nursing Certificates of the St. John Ambulance Association to other members who have duly qualified therefor.

Before I close, let me urge you all, as I have done so often before, to strive continually to become more and more efficient, not to

LATE MRS. DA SILVA.

FUNERAL AT ROMAN CATHOLIC CEMETERY YESTERDAY.

The funeral took place yesterday afternoon, at the Roman Catholic Cemetery, of Mrs. A. H. M. da Silva, who died at her residence, No. 1 Victory Avenue, Homunin, on Thursday evening at the advanced age of 74. Mrs. Da Silva was the widow of the late Mr. A. H. M. da Silva, who pre-deceased her about seven months ago.

Mrs. Da Silva leaves two sons, a daughter and four grandsons to mourn her loss. The eldest son is Mr. J. A. da Silva, formerly of Sassoon and Co., the second Mr. F. B. da Silva, and the daughter is Mrs. M. A. Figueiredo, wife of Mr. M. A. Figueiredo of Messrs. Shawan Tomes and Co.

The deceased lady was born in Macao, but spent all her married life in Hongkong.

The funeral was largely attended, the Rev. Father Spada officiating at the graveside. Among the wreaths were the following.—From Jorge and Mari-chai, Peter, Lulu and Jerry (grandchildren), Chub, Leonor and Manuel F. M. Xavier, Charlie, Edna, Dr. Eugene L. de Souza, Mr. and Mrs. Rodrigues, Rev. Father Bertin Assimes, Julia Meneses, Mr. Granville de Souza, Mr. Celestino Bastilio, Mr. J. V. V. Remedios, Eliza F. da Silva, Carlos Assumpcao, Mrs. and Miss Hopwar, Mr. and Mrs. Arthur Alves, Mrs. G. G. d'Eca, Filomena Rozo Gomes, Mr. and Mrs. G. V. Osmond, Mr. and Mrs. Frank Soares, Mr. and Mrs. D. E. de Souza and son, Mr. Ah Tai.

Mr. and Mrs. J. A. de Graça, Mr. and Mrs. J. P. Xavier, Mr. and Mrs. F. G. M. da Costa, Messrs. Hall, Scott, Mills Colaco, Remedios, Leon, and Remedios, Mrs. F. M. Leon and family, Mr. J. M. V. de Figueiredo and Sisters, members of the Portuguese staff of the Hongkong and Shanghai Banking Corporation, Mr. and Mrs. L. E. Gutierrez, Misses Letitia Xavier and Isadora M. Xavier, Mrs. Anna Colaco and family, Mr. B. K. Jan, Mr. J. Toppin, Mr. and Mrs. F. J. Tavares, Mr. and Mrs. J. H. Law, and Mrs. Lim and family.

weary in well-doing, but to be worthy members of the St. John Ambulance Brigade, now a Corps of 68,000 strong, and to carry out the precepts of the Venerable Order of the Hospital of St. John of Jerusalem, under the auspices of which the Ambulance Brigade works, and to bear ever in mind its motto—"For the Service of Humanity."

Presentations.

Mr. Funk then presented medallions to the members who had qualified, prior to which Mr. Ho Kom-long translated Mr. Ralph's speech into Chinese.

The following received medallions and labels yesterday:—Y. W. C. A. Nursing Division.—Tsang Yiu-cheung, Kwok Yee-wan and Sham Yan-lim (Medallions); Leung Wai-man, Lei Yuk-ping, Wong Yuen-ling and Law Wan-sang (Labels).

Victoria Nursing Division.—Fok Kum-yung, Yin Poon-sau and Delminda Lopes (Labels). Y. M. C. A. Division.—Cheung Ho-chee, Lam Shing-u, Chan Yiu-u, and Li Wai-hon (Medallions); Szeto Chung, Wong Kam-cheung, U Kai-cheung, Chak Tai-kwong, Chan Wang-fat, Pang Shiu-kwai, Cheng Ching-iam, and Ho Chung-yue, (Labels).

King's College Division.—Chan Tin-wah, Yau Pak-tung, Chan Sau-ping, Tse Long-chui, Ng Yuk-ming, Ng Hon-ming, and Poon Ping-chung, (Medallions); Leung Sui-sang, Chan Choc-fai, Chan Man-kai, and Chan Yuk-in, (Labels).

Railway Division.—Ivor B. Trevor and Li Chung (Medallions); Fred. M. Winyard, San Pui do Loberson, U Poy-yin, Leung Chung-yin, Kun Ngok-sang, Tsang Chung-yin, Wan Hon-kong, Tang Cho, Lau Kau, Leung Yat-chi, Cheng Chik-wan, Tsang Lun-lau, Kan U-wah, Chan Yuk, Chan Cheong, Lo Mo-yu, Pun Chi-fan, Li Ping-tan, Chan Pak-ling, and Leung Fan, (Labels).

Indian Division.—Taufik Ali, Fattah M. Fattyad, and Mohammed Ali Saleh (Medallions); A. H. Rumjahn, M. A. Khan, J. A. Curram, J. Hosen, A. M. Wahab, M. Y. Adal, D. Mohamed, N. Osman, M. R. Abbas, M. Hussain, S. K. Hussain, M. U. Razack, A. K. Minu, M. Sabhan, S. M. Rumjahn, Bashir Ahmed, Ghulam Mustafa, T. Hamet and M. Farid (Labels).

Mong Kok Division.—Ip Koon-yin, Lai Cheuk-lap, Shi Man-tan, and Fan Shui-nam (Medallions). Kowloon Division.—Chan Ping-kwong, Yeung Yuen-wah, Chan Wai-lam, Chow Yuk-lun, Wat Sun-cheung, and Yeung Fai-wah (Medallions).

After the medallions and labels had been distributed, three hearty cheers and a "tiger" were given for Mr. Funk.

KOLYNOS
DENTAL CREAM

KOLYNOS on a dry brush removes fermenting food particles, dissolves film, destroys dangerous germs, guards against toothache, decay and gum infection—leaving the mouth refreshed and healthy for hours afterwards.

Try Kolynos and you will say "How clean my mouth feels."

KOLYNOS
DENTAL CREAM

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The Little Pocket Camera

Its smallness, slowness and light weight fit it to be a constant companion.

Instant readiness for use.

Sharp pictures at all distances.

Makes Photography a pleasure.

The Agfa-Billy takes pictures $3\frac{1}{2} \times 2\frac{1}{2}$ ins.

Price: HK. \$20.

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SINCERE'S RADIO NEWS

NEW CONSIGNMENT

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One of the first things to be considered in radio is tubes. If you expect the best results from your radio set, CeCo Tubes will help you through. To-day, with the general excellence of broadcasting, improved types of receiving sets and CeCo Tubes, you ought to be satisfied with nothing less than perfect results.

Use CeCo Tubes next time and see.

THE SINCERE CO., LTD.

Sole Distributing Agents.

TO-DAY'S WANTS**25 WORDS — ONE DOLLAR****(\$1.50 IF NOT PREPAID)***The following replies have been received:—*

295, 300, 301, 305, 306, 315, 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512,
545, 547, 550, 553, 554.

SITUATIONS WANTED.

Peak resident shortly leaving Hongkong, can thoroughly recommend baby wash man. Has been employed for over four years, and is most reliable and capable. Available from 1st October. Write Box No. 553, care of "Hongkong Telegraph."

MISCELLANEOUS.

Hongkong Amateur Dramatic Club.—The Honorary Secretary will be glad if any ladies or gentlemen interested in Amateur Theatricals who would like to assist in the Club's productions during the forthcoming season will communicate with him at Asiatic Building.

FOR SALE.

FOR SALE.—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

FOR SALE.—B.S.A. solo, 3.49 h.p. good mechanical condition. Electric model, \$160— for quick sale. Write Box No. 555, care of "Hongkong Telegraph."

FOR SALE.—On Broadwood Road, two semi-detached 5 roomed HOUSE, with tennis court and garage to each house. Write Secretary, Post Office Box No. 22.

FOR SALE.—1 Motor Lighter, tank hull, equipped with two 36 h.p. Gardner engines. Dimensions—Length 85 ft., depth 18 ft., draft 6 ft. 6 in., draft light 2 ft. 6 in., draft loaded 5 ft. Apply to Standard Oil Company of New York, Union Building.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

TO LET.—Five Room European Flat at No. 43, Kennedy Road, First Floor. Apply Thornhill Aerated Water Factory, 154, Praya East, Telephone C.547.

TO LET.—Furnished Apartments, Suitable for two bachelors, 3 minutes from ferry, Kowloon. Modern sanitation. Terms moderate. Write Box No. 556, "Hongkong Telegraph."

APARTMENTS TO LET.

VICTOR PRIVATE HOTEL, HANKOW ROAD, KOWLOON. rooms with full board from \$95, to \$130, per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.357.

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Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
No. 11, Wyndham Street, Tel. C.4943.

EXPERT MASSEUR.
and all kinds of chronic ailments.
Madame E. AKAJI.
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125, Praya East, (1st floor).
Tel. No. C.2131 Cures Rheumatism, Nervousness.

TO BE LET OR SOLD.

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Tram Station and Motor Road.

Apply:
THE HONGKONG REALTY AND TRUST COMPANY, LIMITED.
Exchange Building.

H. K. V. D. C.**PROMENADE CONCERT
VOLUNTEER HEADQUARTERS.****FRIDAY SEPTEMBER 13th
At 9.15 p.m.****By
THE BAND OF THE 2ND BATTALION
K. O. S. B.****By kind permission of Major B. C. Lake, D.S.O.
and Officers.****Mr. and Mr. D. M. RICHARDS.
THE ALOHA SERENADERS.
THE CORPS BAND.****Admission \$1.00****New Advertisements****G. R.****NOTICE.**

Hongkong Water Supply.
It is hereby notified that commencing on Monday, 9th. instant, a constant supply will be given daily in all districts (including the Peak) from 6 a.m. to 9 p.m. The principal mains will be closed nightly from 9 p.m. to 6 a.m.

HAROLD T. CREASY,
Water Authority.
Public Works Department,
Hongkong, 5th September, 1929.

**UNIVERSITY OF
HONGKONG.****CHINESE SCHOOL
CANTONESE CLASS.**

The new term opens on Wednesday, September 11th, 1929. Intending students should apply at the Cantonese Class Office on or before Tuesday, September 10th, before 10.30 a.m.

W. B. FINNIGAN,
Registrar.
5th September, 1929.

NOTICE.

I have sold the goodwill and stock in trade of my firm, A. WEILL, Successors, Sennet Freres, to Messrs. Marcel Helmeninger & Levy, Successors, Sennet Freres, as from June 1st, 1929. My interest and responsibility in the firm ceases as from that date.

A. WEILL,
Successor, Sennet Freres,
(Signed) R. WEILL, Proprietress,
Hongkong, September 3rd, 1929.

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MASSAGE**

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Hongkong.

CHURCH NOTICES.**To-morrow the Fifteenth
Sunday After Trinity.****LOCAL SERVICES.**

St. John's Cathedral, Hong Kong.
8th September, 1929. Fifteenth Sunday after Trinity. Holy Communion, 8 a.m. Holy Communion at Peak Church, 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Litany, 10 a.m. Ordination Service, 11 a.m. Preacher: The Venerable Archdeacon Mok. Evensong, 6 p.m. Preacher: Rev. H. V. Koop.

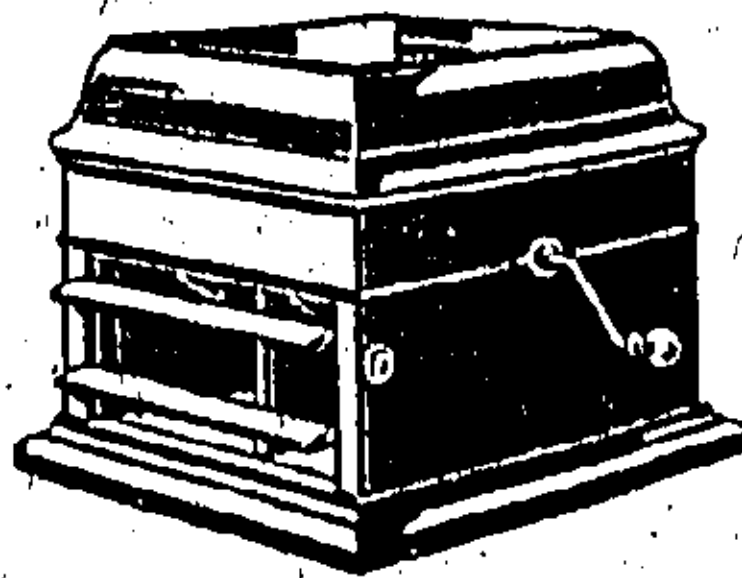
Union Church, Kennedy Road, Hongkong Sunday, 8th September, 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 232, 729, 374, 617. Evening Service, 6 p.m. The service will be broadcast. Preacher: Rev. F. C. Young. Hymns, 417, 713, 663. At the conclusion of the service there will be a short organ recital.

First Church of Christ Scientist, Maedonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Man." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 6.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.
Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

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**CREDIT FONCIER
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Columbia****POPULAR
TABLE GRAND****DOUBLE-SPRING
MOTOR.***Fitted with***"PLANO-REFLEX"****STONE ARM****AND NEW NO. 9 SOUND BOX.****OAK \$110. MAHOGANY \$125****Less 10% Discount for Cash.***at***ANDERSON'S**

A BROKEN DOWN SYSTEM.
This is a condition for disease to which doctors give many names, but which few of them really understand. It is simply weakness—broken down, as it were, of the vital forces that sustain life. No matter what may be its cause (they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weakness, depression of spirits and want of energy for all the ordinary duties of life. Now, what alone is absolutely essential to all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and as right success in the day this may be more certainly secured by a course of **THE NEW FRENCH REMEDY, THERAPION No. 3** than by any other known combination. Tissue as it is taken in accordance with the directions accompanying it, will hasten the restoration of the **EXPIRED LAMP OF LIFE** **LIGHTED UP AFRESH.** and a new system of improved place of what had hitherto been a worn-out, used up, and useless. This wonderful medicine is available in all large chemists and druggists, in all cities; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this recuperative essence, which is destined to restore to life anything that had proceeded far into the wide-spread & numerous class of human ailments. Only leading Chemists or either No. 1 or No. 2 London.

POST OFFICE NOTICE**RADIO NOTICES.**

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

No correspondence is being forwarded via Siberia even if superscribed "via Vladivostok" except for destinations in Russia.

INWARD MAILS.

From	Per	Due
U.S.A. (San Francisco 8th August), Honolulu, Japan and Shanghai	Pres. Garfield	September 7.
Shanghai and Swatow	Sunning	September 7.
Manila	Pres. Jackson	September 8.
Europe via Negapatam (Letters and Papers London 8th August)	Kutsang	September 8.
Australia and Manila	St. Albans	September 9.
U.S.A. (San Francisco 16th Aug.), Honolulu, Japan and Shanghai	Pres. Taft	September 9.
London (Parcels only 1st August)	Asaphon	September 9.
Saigon	Angers	September 10.
Japan and Shanghai	D'Artagnan	September 10.
Australia and Manila	Tai Ping	September 10.
Swatow	Van Houtz	September 11.
Japan and Shanghai	Morca	September 12.
Canada, (Victoria B. C. 29th Aug.) U.S.A., Japan and Shanghai	Emps. of France	September 16.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Fort Bayard	Tai Pao Sek	Sat., Sept. 7th 1.30 p.m.
Samahul and Wuehoh	Tai Hing	Sat., Sept. 7, 4.30 p.m.
Amoy	Anking	Sat., Sept. 7, 6 p.m.
Manila	Pres. Garfield	Sat., Sept. 7, 6 p.m.
Bangkok via Swatow	Kwangchow	Sun., Sept. 8, 9 a.m.
Amoy	Luchow	Sun., Sept. 8, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Sept. 8, 9 a.m.
Straits	Michael Jensen	Sun., Sept. 8, 9 a.m.
Straits and Calcutta	Pennang Maru	Sun., Sept. 8, 9 a.m.
Shanghai	Shidzuoka Maru	Mon., Sept. 9, 8.30 a.m.
Rabaul	Bremerhaven	Mon., Sept. 9, 2.30 p.m.
Swatow	Hydrangea	Mon., Sept. 9, 2.30 p.m.
Japan, Honolulu, U.S.A., Central and South America and Europe via San Francisco	Pres. Jackson	Mon., Sept. 9.
	Parcels	Registration 3 p.m.
	Letters	Registration 4.15 p.m.
	(Due San Francisco 2nd Oct.)	
Shanghai	Pres. Jackson	Mon., Sept. 9.
	Registration	5 p.m.
	Letters	6 p.m.
Hoihow	Kwangtung	Tues., Sept. 10, 10.30 a.m.
Amoy	Kutsang	Tues., Sept. 10, 10.30 a.m.
Saigon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	D'Artagnan	Tues., Sept. 10.
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 12th Oct.)	
Swatow, Amoy and Foochow	Hai King	Tues., Sept. 10, 2.00 p.m.
Shanghai and Japan	Angers	Tues., Sept. 10, 2.00 p.m.
Manila	Pres. Taft	Tues., Sept. 10, 4.30 p.m.
Swatow	Kwai Sang	Wed., Sept. 11, 10.30 a.m.
Amoy	Kiu King	Wed., Sept. 11, 4.30 p.m.
Straits	Van Houtz	Thurs., Sept. 12, 9.30 a.m.
Shanghai	Tean	Thurs., Sept. 12, 3.30 p.m.
Straits and Calcutta	Kumsang	Fri., Sept. 13.
	Parcels	noon.
	Letters	1 p.m.
Swatow, Amoy and Foochow	Haiyang	Fri., Sept. 13, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Morea	Sat., Sept. 14.
	Parcels	Sept. 13, 4.30 p.m.
	Registration	Sept. 14, 9 a.m.
	Letters	10 a.m.
	G.P.O.	
	Parcels	Sept. 13, 6 p.m.
	Registration	Sept. 14, 9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 18th Oct.)	
Shanghai and Japan	Katori Maru	Mon., Sept. 16, 10.30 a.m.
Sandakan	Mausang	Mon., Sept. 16, 1.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Philactes	Tues., Sept. 17.
	K. P. O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G. P. O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 18th October).	
Manila	Emps. of France	Tues., Sept. 17, 2.30 p.m.

Superscribed Correspondence only.*66 MILES ON
1 GALLON OF GAS**

Walter Critchlow, 1809D st. Wheaton, Ill., U.S.A., has patented a Vapor Moisture Gas Saver and Carbon Eliminator for all Autos and Engines that beats any ever got out. Old Ford's reports as high as 60 miles on 1 gallon. New Ford's 55. Other makes report amazing increases of 1/4 to 1/2 more. Mr. Critchlow offers to send 1 to introduce. He also wants County and State Agencies everywhere to make \$250 to \$1,000 per month. Write him in English today, W. Critchlow, 1809D st., Wheaton, Ill., U.S.A.

RADIO BROADCAST.**THE LOCAL PROGRAMME
FOR TO-DAY.**

Broadcast by Z.B.W. on 350 metres. 1.48 p.m. Weather report. 5.55 p.m. Evening Service relayed from Union Church, Kennedy Road. Prayer. Lord's Prayer. Hymn. Jesu Lover of my soul. Lesson. Obituary and Voluntary. Silent Prayer. Hymn. Holy Father in Thy mercy. Address. Rev. F. C. Young. Hymn. Abide with me. Benediction. Organ Recital as announced. 7.48 p.m. Evening weather report. 9 p.m. Evening Programme (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.). "The Shepherd," Folk Song. "The Hebrew in the Synagogue," Tenor, Cantor Mordechai Herschman. "Hungarian Rhapsody No. 3." (Liszt). Piano Solo, Ethel Leginska. "Siegfried," (Wagner) Grand Fantasy. Band of the Garde Republicaine. "Norwegian Rhapsody," (Lala). Orchestra Symphonique (of Paris). "Ohi Had I Dubal's Lye." "Angels Ever Bright and Fair." Soprano, Bella Ballife. "Le Coq D'Or," Russian Dance. The B.B.C.'s Wireless Symphony Orchestra. "Tadetsky March," (Strauss). "Fencerest," (J. Strauss). Johann Strauss and Symphony Orchestra. "Toccata," (Gigout). "Toccata," (Hoellmann). Organ Solo, Edouard Commette. "Jingle the Blue Hawaiian Waters." "Jungle Drums," (Katschler). The Band of H. M. Grenadier. 10.30 p.m. Close down.

1.48 p.m. Weather report.
5.55 p.m. Evening Service relayed from Union Church, Kennedy Road.
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Lord's Prayer.
Hymn. Jesu Lover of my soul.
Lesson.
Obituary and Voluntary.
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Organ Solo, Edouard Commette.
"Jingle the Blue Hawaiian Waters."
"Jungle Drums," (Katschler).
The Band of H. M. Grenadier.
10.30 p.m. Close down.

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SAT. and MON. 14th & 15th Sept. at 9.15 p.m.	TALULLAH BANKHEAD'S LAUGHING SUCCESS "HER CARDBOARD LOVER" By P.D. Wodehouse From the Lyric Theatre, London.
TUES. and WED. 17th & 18th Sept. at 9.15 p.m.	HELEN FORD'S GREAT SUCCESS "THE PATSY" "MOLLY MAKE BELIEVE" From the "Apollo" and "Vandeville" Theatre.
THUR. 19th SEPT. at 9.15 p.m.	THE WELL-KNOWN PLAY "THE SECOND Mrs. TANQUERAY" By Sir Arthur Pinero.
FRI. 20th SEPT. at 9.15 p.m.	THE DELIGHTFUL FARCEICAL COMEDY "THE MARCH HARES" From the Ambassador's Theatre, London.
SAT. 21st SEPT. at 9.15 p.m.	THE SCREAMING FARCE "GOOD MORNING BILL!" By P.D. Wodehouse From the Lyric Theatre, London.

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After a fatiguing and worrying day, and possibly a restless night, do you feel ready to jump out of bed the moment you awake?

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WOMAN'S WORLD

FOR OUR LADY READERS.

Your Children.

[By Olive Roberts Barton.]

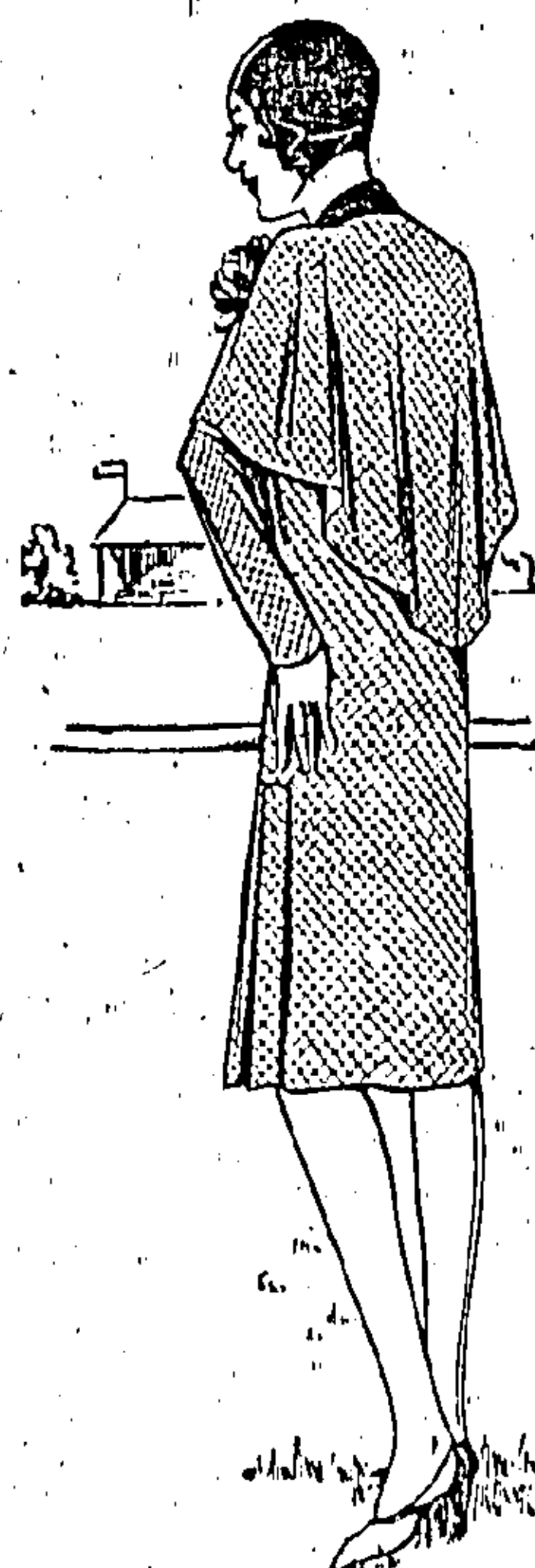
We spend years teaching the children physical courage, but how many of us pay any particular attention to that nobler thing, moral courage?

There is a good staunch old saying, "Be sure you're right, then go ahead," that we might get out and dust up for the children. Courage of his convictions and willingness to stand the consequences is the first step in this little moral lesson.

Although, like the man who said his conscience was as good as new because he never used it, I believe this good old axiom was never overworked in the old days either, for that matter. For we used to keep these old sayings in storage and trot them out only on special occasions, such as memory work in school or over our signatures in autograph albums or done in creased work on samplers. It never occurred to us that they were good to live with, and for the children to live with.

Now we are using a little less rhetoric and more sound sense. At least we are trying to interpret old truths in terms of practical living and showing the children how to go about it.

For instance, what we meant when we said, "Be sure you're



Useful for travelling, race-meetings, or chilly days, is the cape-coat in brown and beige cheek wool, with a smart brown velvet collar and a brown and beige velvet buttonhole.

right," was, "Be sure you're doing what we think is right."

The minute the boy did what "he" thought was right, if it didn't tally up with our ideas there was trouble.

Now we are a little more trusting and tolerant, and I think it is better for human beings all around.

Without that trust we aren't going to make a great success of this affair of moral courage in our children.

Good Advice.

"When you're in trouble or if you've done wrong or made a mistake, I want you to come and talk it over with me, Jim," says his father nowadays. "I don't expect you always to be right, but I want you to do what you think is right."

If Jim thinks he is going to have a fair jury he will come—even though he isn't sure about his father's approval.

It isn't fear of punishment that keeps children from going to their parents, but fear of injustice. If we can gain their confidence and they trust us, the question of moral courage is solved, for that is the first and biggest step—confidence.

Other Proofs of Courage.

There is, of course, more in moral courage than frank confession. That is only a small part of it. To bravely face unpleasant duties and do them to the best of one's ability takes moral courage. And to submit uncomplainingly to trouble that cannot be helped, that is moral courage of the highest type; it is a great thing if we can teach children not to demand sympathy if they are hurt, for instance. Yes, there are all sorts of moral courage exemplified in a child's daily experience.

Usually the morally brave child will turn out to be a physically brave child too. Isn't it worth trying for?

Sheep and Goats.

In an article on the English novel, Mr. Arnold Bennett remarks that nearly all the "best" novelists nowadays have given up the strange old habit of dividing their personages into sheep and goats.

It would be interesting to know whether the skill of the modern novelists in depicting human nature as the baffling mixture of good and evil which it is has been more the cause or the result of the tendency of society to judge more lightly the wayward or even the erring individual.

Certain it is that condemnation is much feebler, and much less general, nowadays, for sins against the generally accepted code than it was a generation ago.

Possibly the genius of Shaw, with its insistence upon the significance of the point of view has done more to bring about this state of affairs than any other factor, but, undoubtedly, the novelists, and even the cinema have helped.

There are those who hold that to-day only the latter part of the injunction to hate the sin but love the sinner is in danger of being heeded, because of our quickened powers of insight into the hidden springs of character which bring about sin.

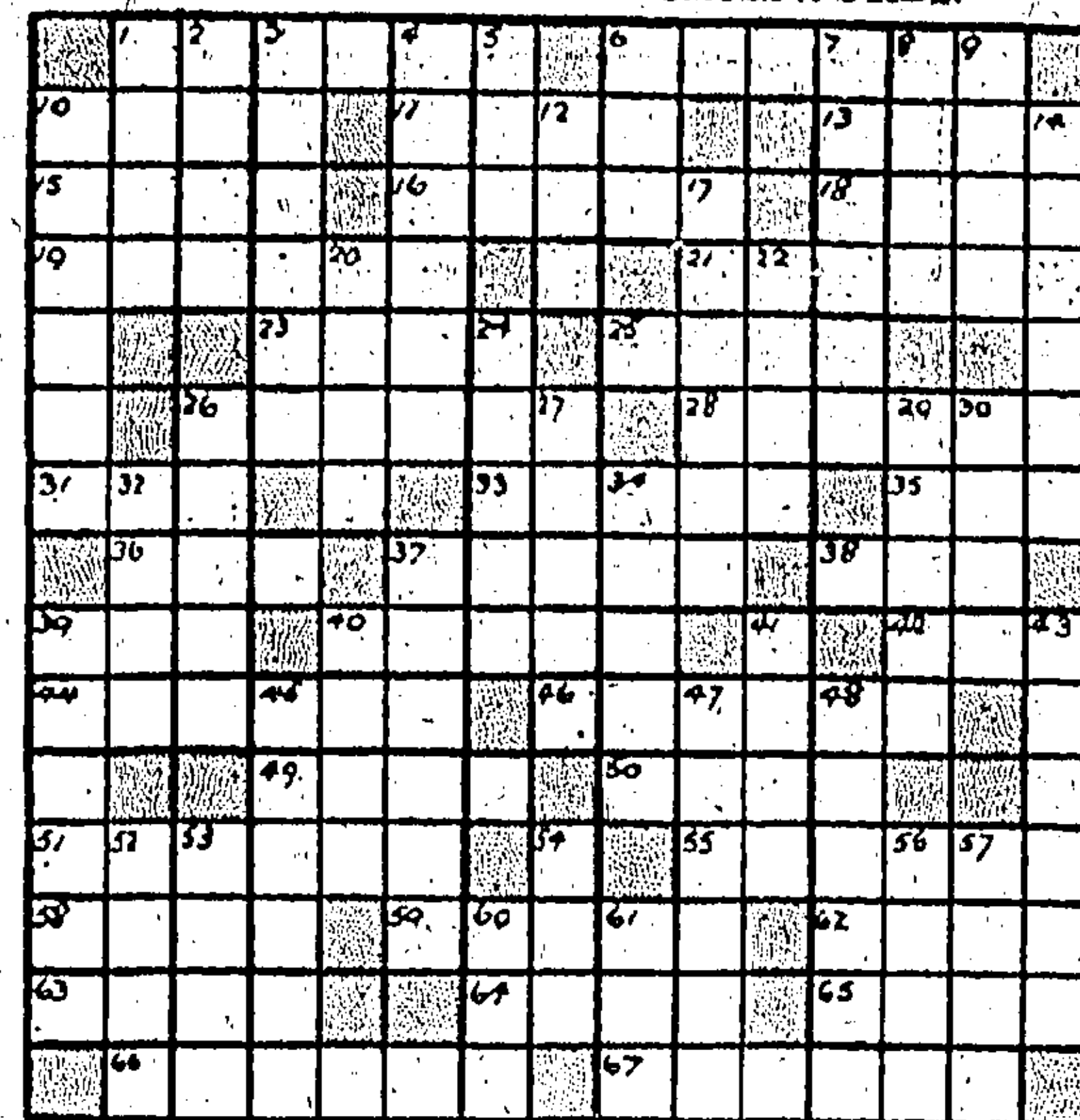
But surely the answer to this objection would be that any morality which relied merely upon luck of understanding would be worthless.

A Smart Model.



A black satin evening gown is indispensable to the well-dressed woman. Here is a model cut on very simple lines, with a large flat bow placed slightly to one side at the waistline.

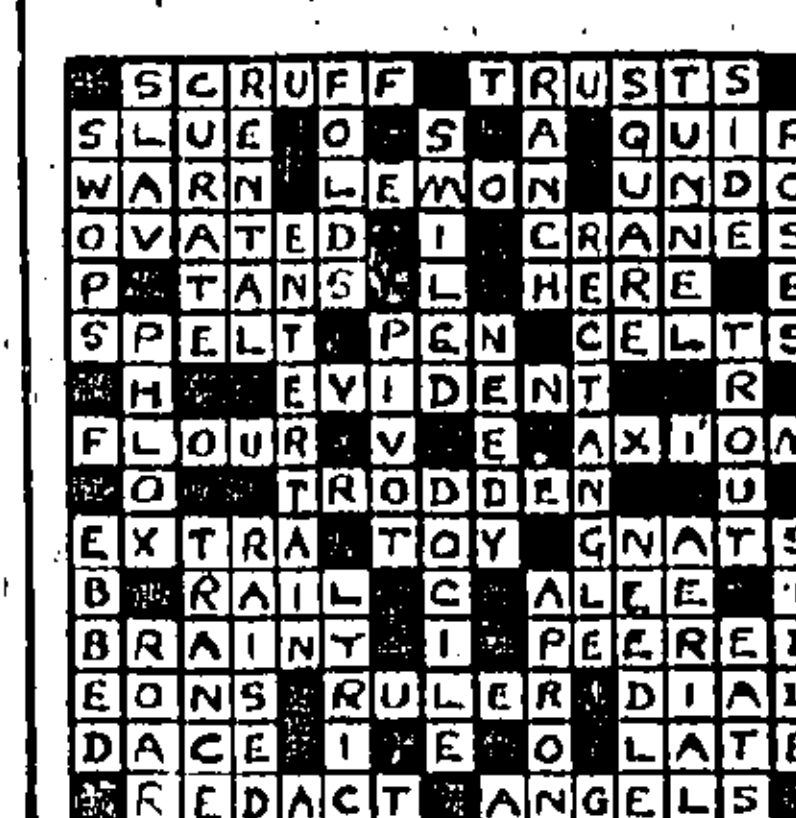
OUR NEW BRITISH CROSSWORDS.



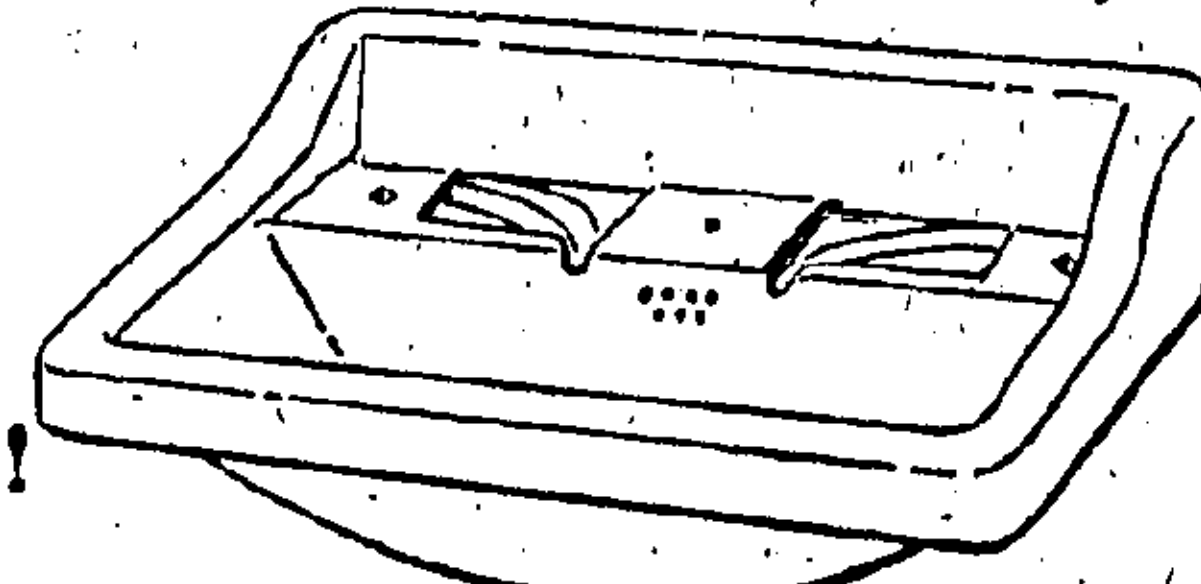
Across.
1 Impure alkali.
2 Athwart.
3 Tact.
4 Tunes.
5 Touched.
6 Ponder.
7 Join.
8 Mass of floating ice.
9 Reeling-jacket.
10 Extremities of foot.
11 Daybreak.
12 European evergreen shrub.
13 Staid.
14 Health resort.
15 Older.
16 Attempt.
17 Consumed.
18 Carous.
19 Sprout.
20 Before.
21 The same.
22 Cause to sit.
23 Diminish.
24 Landed property.
25 Slip of wood.
26 Wine name.
27 Violent speech.
28 Purchaser.
29 Prepare for publication.
30 March.
31 Wary.
32 Cupola.
33 Don.
34 Obtain by labour.
35 Lecture.
36 Growls.

Down.
9 Wild plum.
10 Spanks.
11 Beam.
12 Called.
13 Obliterated.
14 Prepared bark.
15 Pitcher.
16 Rife and snow.
17 Friends.
18 The best.
19 Injure.
20 Time.
21 Trim by shaving.
22 Rust.
23 Season.
24 Exulted.
25 Extinct.
26 Pledge.
27 Soup vessel.
28 Stone slabs.
29 Inn.
30 Machine-minder.
31 Image.
32 Hoar frost.
33 Colour.
34 Clock face.
35 Goes astray.
36 Passages.
37 It is.

Yesterday's Solution.



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DUTCH COLONISATION.

not up. The number contains a review of the past and present of those possessions and a peep into the future that is before them. Among the special articles are "The House of Orange and the Dutch Indies," "The Middle Ages of Java," "Dutch Colonisation in the Indian Archipelago," and "Political and Economic Development of Netherlands India during the past 30 years." Other articles deal with agriculture, education, industry, medical services, public works, geography, fauna and flora, the temple ruins of Java, and arts and letters.

The publishers of *Inter-Ocean* have just issued a special anniversary number, dedicated to Her Majesty, Queen Wilhelmina of the Netherlands, in commemoration of the 30th anniversary of her accession to the throne. The issue is, for this occasion, devoted entirely to Netherlands overseas possessions in the Far East, and is a splendid piece of work in every respect, well written, beautifully illustrated and very artistically

For Better Advertising

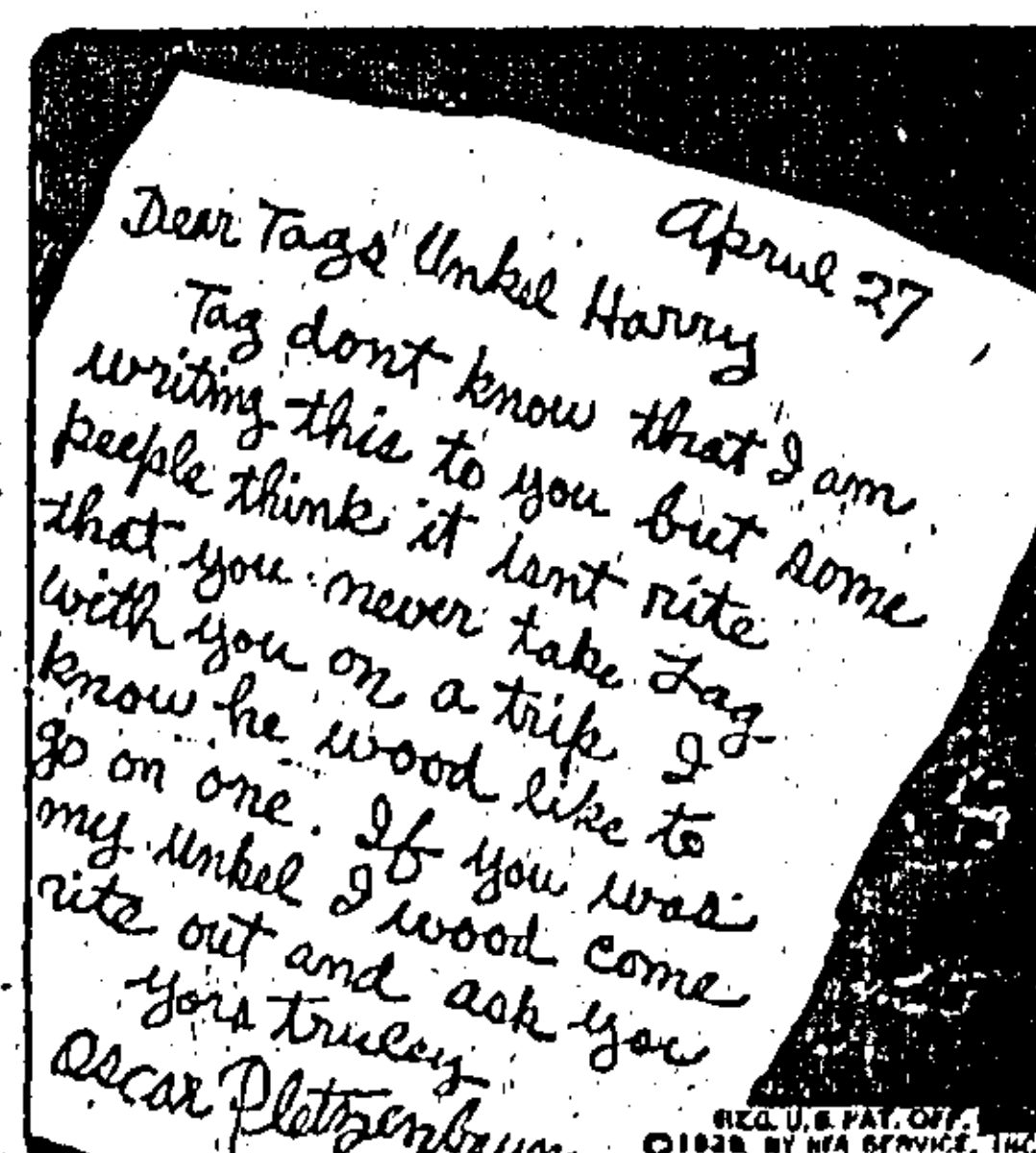
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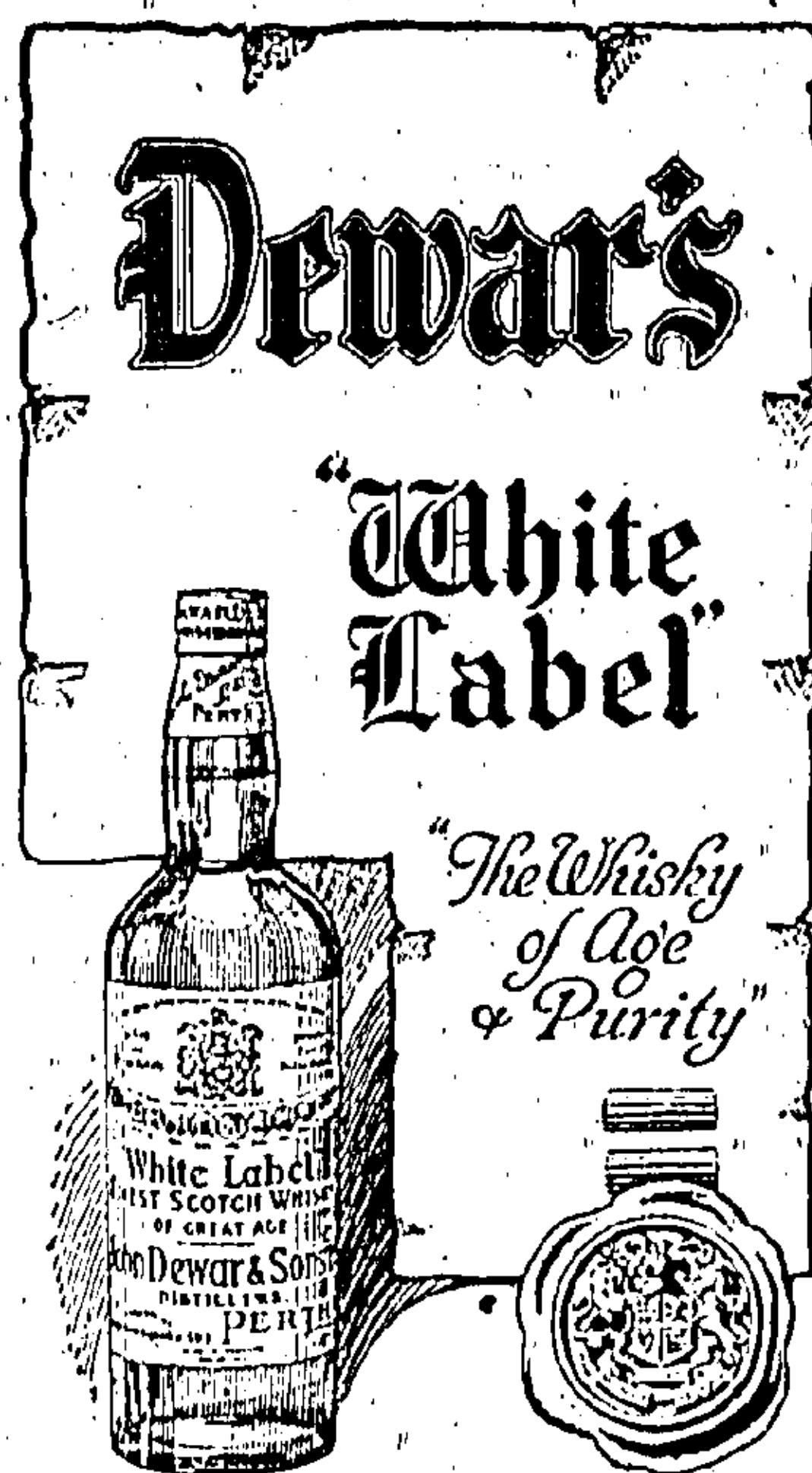


Oscar's Letter



By Blosser





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Sonatina in A Major (Torroba)6766 Gavotte (Bach)
Theme Varie (Sor)6767 Fandanguillo (Turina)
Tremolo Study (Tarrega)Mr. Andres Segovia will appear at the
Theatre Royal on Saturday, September
7th at 9.15 p.m.

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HONG KONG & SHANGHAIThe
Hongkong Telegraph.

SATURDAY SEPT. 7, 1929.

THE BUDGET.

An analysis of the Budget presented to the Legislative Council on Thursday amply bears out the observation of the Colonial Secretary that, except in regard to undertakings financed by loan, the Government's policy is concerned more with services than material works. That, in fact, is the most marked impression left after studying the appropriations. In this connexion, there is undoubtedly a tendency to cover, by loan a good deal of the heavy expenditure which was formerly met from revenue or surplus balances. For large undertakings, from which future generations will benefit as much as the present-day resident, the loan system is without doubt the most equitable. But it can be abused. We do not say that it is at the moment, but it is well that note be taken of current tendencies.

If we except the projects being financed by loans, the Budget offers us very little over which the community is likely to enthuse, especially if we also rule out undertakings already in hand. We can, however, congratulate the Government on one aspect of its policy—namely, a determination to take the first steps in organising a complete health service for the Colony. This we consider to be the best feature of the Budget. Dr. Wellington has not been long in our midst, but it can be assumed that he has spent a good deal of his time in analysing the whole position of the Colony's health services and the defects in the present system of combating disease. He is now to attempt to deal with rural sanitation, malaria and the prevention of disease generally. The reorganisation scheme which the Government has in view involves an increase of a lakh of dollars in personal emoluments, but the community will not begrudge this if the eventual outcome is a better equipped and a more co-ordinated health service. In particular, preventive work is to be concentrated on. We thus have hopes that at long last public health will receive the consideration which is its due. The modernisation of hospital equipment, and the intention to build a maternity block at the Kowloon Hospital, are also matters for congratulation. Of other schemes to be taken in hand, the intention to put Hongkong on the map aerially is

one with which we are in full sympathy, and we also welcome the decision to establish a really reliable Statistical Branch of the Imports and Exports Office.

We do not intend at the moment to go into the Budget in further detail, but a few general observations, more particularly on the growing cost of Government, will not be out of place. Almost every head of expenditure shows an increase, despite the relief obtained by the loan policy. Personal emoluments, we are told, account for the greater part of the increases. True, there is left unallocated a sum exceeding \$1,669,000, but the greater part of this will no doubt be swallowed up consequent on the proposals of the Salaries Commission, proposals which, unlike those of many past Commissions on other subjects, are evidently to receive very prompt attention. It would be informative if the total annual amount paid by the Government in salaries could be ascertained and contrasted with the Colony's income. The figure would probably be very surprising. It is, at any rate, obvious that with every passing year a greater percentage of the Colony's revenue is being swallowed up in administrative expenses. The tendency may be to some extent inevitable, but we are left to wonder when, if ever, a halt will be called.

1,700 CONVICTS IN
REVOLT.TWO KILLED DURING FIVE
HOURS' BATTLE.

New York, July 29.
The mutiny yesterday at Auburn Prison assumed serious proportions, the 1,700 prisoners obtaining control of the arsenal and its stores of riot-guns, rifles and ammunition, and battling with the prison guards for five hours.
The prisoners set fire to the workshops and attempted to batter down the gates, but finally surrendered, as the result of a police rush, after two of their number had been killed and 12 prisoners, three warders, and one fireman wounded, and four prisoners had escaped.
Sunday brings to Auburn the latest discipline, with the convicts permitted free access to the prison yards for games and recreation. Virtually the entire population of the prison, which is only designed to accommodate 1,226, came up the stairway to gain the yard led by a "trustee," who rapped on the door. As a guard, named Wallace, opened it, a score of prisoners suddenly rushed from the line, beating and kicking him into unconsciousness. Four of their leaders had pistols, indicating outside assistance.

Arsenal Seized.

After felling Wallace, fully a hundred prisoners sprinted down the hall until they encountered another guard, who was wounded in the arm in trying to keep his keys from the rioters. These keys gave the men access to the arsenal, where they armed themselves.

Taking advantage of the first confusion, about forty rushed for the main gate, but were driven back by machine gun fire from the turret over the gate. It was in this rush that the two prisoners were killed.

The guard inside the main gate attempted to draw a pistol but was shot through the arm, one convict seizing the huge brass key and throwing it over the wall, apparently in the hope that friends outside would open the gate. Then he and three others climbed the stairway leading to the turret, ran along the wall under a hail of bullets from the guards and dropped into the street, two of them leaping into a parked motor car and driving away.

Two others ran some distance afoot and then held up a passing motorist, Jacob Reese, throwing his wife and baby from the car and forcing him at the point of the pistol to drive to a lonely spot, where they started to force him into a shed. Convinced they intended to kill him, Reese felled one captor and fled to the nearest house, escaping several shots, one of which lodged in a wallet in his pocket.

Meanwhile, the convicts remaining in the prison, set fire to the shops, from which they had seized axes, knives, and shovels to fight the firemen, while their snipers shot at the guards on the walls. The commanding officers then ordered the State troopers to drop into the yard, and this manoeuvre broke the heart of the rebels, who were soon herded away from the burning buildings. The firemen were then able to extinguish the flames, but not before damage had been inflicted to the extent of \$50,000.

DAY BY DAY.

MANY MEN OWE THE GRANDEUR OF THEIR LIVES TO THEIR TREMENDOUS DIFFICULTIES.—Spurgeon.

The name of Mr. Henry Pooley has been added to the List of Authorized Architects.

His Excellency the Governor has appointed Mr. A. W. G. H. Grant to be a Police Magistrate.

Mr. W. J. Carrie resumed duty as Head of the Sanitary Department and Registrar of Births and Deaths on 1st September.

Mr. E. L. Agassiz resumed duty as Official Receiver in Bankruptcy and Registrar of Trade Marks and Letters Patent on 2nd September.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 16th September, at 10 o'clock in the forenoon.

It is notified that the names of McNeary and Co., Ltd., the Shing On Land Investment Loan and Agency Co., Ltd., and the Chung Kwok Restaurant, Ltd., have been struck off the register.

Mr. C. P. Fletcher, of the P.W.D., has reported to the police the loss from his office in the new P.W.D. building, at Lower Albert Road, of a silver cigarette case containing \$16. Mr. Fletcher assesses his total loss at \$60.

According to a report made to the police by Mrs. Murphy, of the Felix hat shop, Ice House Street, an unknown Chinese rushed into the shop at 4.45 p.m. yesterday and snatched a lady's handbag valued at \$5. He managed to make good his escape.

EXCHANGE RATES.

	London, Sept. 6.
Paris	122.875
New York	43.45
Brussels	34.69
Geneva	25.58
Amsterdam	12.005
Milan	92.695
Berlin	20.365
Stockholm	18
Copenhagen	18.215
Oslo	18.205
Vienna	34.4
Prague	103.4
Helsingfors	192.7
Madrid	32.905
Lisbon	108.20
Athens	375
Thessalonica	818
Rio	5.75
Buenos Aires	47.732
Bombay	1.732
Shanghai	2.44
Hongkong	1.112
Yokohama	1.113/32
Silver (spot)	24
Silver (forward)	24 1/10

—British Wireless.

BOLIVIA REOPENS
TACNA-ARICA ISSUE.PROTEST AGAINST SECRET
TREATY.

Publication of secret clauses in the Tacna-Arica treaty, by which Bolivia is shut off from the Pacific Ocean, has opened an entirely new phase in the controversy over the disputed Peruvian and Chilean territories.

The United States does not approve of the negotiation of the secret pact, according to indications in State Department circles. Washington advises make it plain that the "bottling up" of Bolivia was in noway sanctioned through the United States' part in the settlement of the Tacna-Arica dispute.

Bolivia has declared she will exert every effort to obtain an outlet to the sea. She met the publication of the secret text with a note to all governments maintaining diplomatic representatives in La Paz. This note denounces the secret protocol and emphasizes Bolivia's need for free access to a Pacific port.

Bolivia Much Disappointed.

La Paz, Bolivia.

Publication in Santiago, Chile, of the text of the supplementary protocol to the Tacna-Arica Treaty which has heretofore been kept secret, and which apparently dooms Bolivia's hopes of obtaining a port of her own on the Pacific coast, has caused great disappointment here.

Although Bolivia's imports and exports are handled through the Chilean port of Arica without taxation, Bolivia has always been desirous of possessing her own Pacific port so that goods imported or exported would not be subject to foreign scrutiny. It has been pointed out that in case of war Bolivia would not be able to import arms and munitions through the port of Arica.

The part of the supplementary protocol involved follows:

The governments of Chile and Peru cannot, without previous

TRANSLATION OF HUMOUR.

Some Random Notes on the Subject.

I do not need to go far afield in the world of literature to realize how elusive of print humour is. There is Dickens, renowned as a dispenser of geyety, whose most admired effusions evoke but slight merriment from me. I read his most praised Pickwickian episodes, only to find in them more ennui than laughter. His famous Mr. Weller does not keep me in a state of perpetual hilarity, as he is said to have kept the servants of Dingley Dell; though all this might be changed were I to encounter him in actuality. There is Shakespeare, acknowledged master-humourist, whose celebrated laugh-provoking clowns inspire few smiles from me, when I meet them in the medium of cold print. The "Comedy of Errors" seems anything but comical to me and no doubt I should feel the same regarding "Much Ado About Nothing," had I not once witnessed an admirable interpretation by the Ben Greet Players. As for Falstaff, the world's supremely funny man, I would hesitate to record my heresy did I not know that I have a sort of partner-in-disgrace in Mr. Max Beerbohm, who has declared against the power of reading to transport us to the heights of humour. "No printed page, alas," says he in his delightful essay on the subject, "can thrill us to the extremities of laughter."

This being my personal conviction long cherished in secret, it follows not only that I am wholly unqualified as a translator of humour, but that I need must marvel that so subtle an emotion ever survives the rude process of translation; for rude it is by common consent, even though it be a labour of love. Laughter may be the universal language, but hardly in its printed form. The Serbian translator of Shakespeare, whose tribute I may appreciate though not read, I assume to have encountered some problems wholly beyond the scope of scholarship in this particular phase of his work; likewise the French and the German translators, for all their boasted kinship, understanding, reverence. This presumption, I base not upon actual investigation, but upon inference which seems not unwarranted. Knowing it to be the case with the translators of Shakespeare's distinguished contemporary, Miguel de Cervantes Saavedra, I conceive it to be true in all similar cases.

Now, I am verily persuaded that but for the services of a most exceptional translator and interpreter of humour, whose work occupied many years, I should never have been able to read and enjoy the renowned romance of Don Quixote. Through his version of the great Spanish classic, rendered solely for his own pleasure and delight and not to be had on the market in any format, I have been able to reach a degree of appreciation never afforded me by the standard translations. With his scholarly and present assistance I have been enabled to find the celebrated smiles and laughter that have hitherto eluded me, as I believe they elude many another of our generation. From his ample and interpretive footnotes I have garnered not only the joys of the translator, but also the peculiar problems that may attend him when he has to do with humour. And I must confess that I find herein a measure of smiles unknown to other volumes—smiles deriving from the fatuities of some of his brother translators who are, alas, startlingly like myself in spite of their exceeding scholarship.

It is in Chapter First, "Which treats of the condition and occupation of the famous gentleman Don Quixote of La Mancha," in which our three leading English translators (Ormsby, Jarvis and Motteux) trip and stumble over the same pun. Now, a pun, however mean and questionable its rating in the ranks of humour, is something else again from the viewpoint of the perplexed translator, being elusive,

volatile, fickle to the highest degree. And naturally, when it has to do with a certain "lean work-horse" of which we are informed early in the narrative, trouble is to be expected; let the translators beware. "Tena me cuarte que un rei," wrote Cervantes to the utter confusion of the tribe who make of it what they can or ignore it entirely. "An untranslatable pun on the word quarto," says one too bewildered to distinguish between the two meanings of the word or offer any further light on the subject; "whose bones stuck out like the corners of a Spanish Real," says another, sensing the word play but approaching incongruity in his chosen figure, inasmuch as the Spanish real is composed of eight quartos, is a round coin; the third makes no attempt to translate it, omitting the words altogether from his version.

My friend laughs at these absurdities, as he must, and translates simply and literally, "He had more quarters than a real," seeing in the renowned and angular steed of knight-errantry more quarters than four—the usual number for a quadruped—and more even than the eight quarters of a real. And I who once knew and loved and drove just such another horse of extraordinary angularity needs must agree with him, while taking a certain amount of pride in his judicious rendering. Fortunately, the *cute* pun in Rocinante is sufficiently lucid for all.

Surely, it is but to be expected that the worthy Sancho Panza should prove something of a stumblingblock to the unwary. His wife of the varying nomenclature, his lost ass which he continues to ride even to the point of recovery, and similar incongruities have doubtless provoked more controversy than laughter; likewise his broadsides of indiscriminately fired proverbs, coined words and obscure puns. Of all the confusion thus caused, none interests me more than that attending the solution of his intended word play in the affair of the letter to the renowned Dulcinea of El Toboso. "High and Sovereign Lady," wrote Don Quixote in his salutation, to which the wily squire promptly gave his own interpretation: "That she was indeed so high 'that, in good truth, she exceeds me by more than a handbreadth'"; he was ready to feign upon emergency; but for Sovereign—*Soberana*—it was his good pleasure to substitute the word *Sobajada* even in the presence of his master. Alas, this witless air *Sobajada* is the past participle of *Sobarjar*, to scrub. What, then, shall we make of it? Two of our English translators, as politely as may be, render it *subterrene*, a rather far-fetched antithesis; a third renders it "scrubby"; a fourth, "scrubbing." My friend renders it literally "scrubbed," which though preferable seems not so funny as it must have been intended to be. In this instance the translator fares not unlike the fly amidst the honey, "a la mosca entre la miel," a phrase of the Second Part which, though neither obscured by humour nor in the least illogical in content, has perturbed not a few of the commentators, English and others (notably Hartenbusch and Clemencia). I smile to see them make a mountain out of less than a molehill, and expend their sarcasm on each other in their marginings.

Assuredly this humour is a tricky stuff, which both the simple and the wise will do well to avoid. Yet I find much to thank them for who venture where I dare not tread. I am especially grateful to him (Jarvis) who explains that the dismemberment at Osuna, a city many leagues from the sea, is a satire on the historian Mariana, who gravely relates a similar incident in his history of Roman Spain. Did Shakespeare, then, indulge in a form of humour when he made his notorious geographical error? I question. Surely this would be a charitable solution of what has long been a perplexity and a consolation to some of us. For my part, I can conceive of no happier fate than that each error be interpreted as profound and baffling humour—F. H. in the *Christian Science Monitor*.

joint accord, cede to a third power all or part of the territories (Tacna and Arica) which in conformity with the treaty of this date, remains under their respective sovereignties; nor can they without this requisite, construct across these territories now international railroad lines.

Not Proposed by Hoover.

Washington, Aug. 5.
President Hoover on request of Chile and Peru, recommended terms of settlement for the Tacna-Arica question, which served as the basis for the agreement recently reached.

But according to the full report of the protocol between Chile and Peru, a new clause has been inserted which prevents Bolivia, a third party interested in the issue,

from gaining access to the sea. This provision was not recommended by Mr. Hoover, when he gave his good services, and the State Department dissociates itself from it.

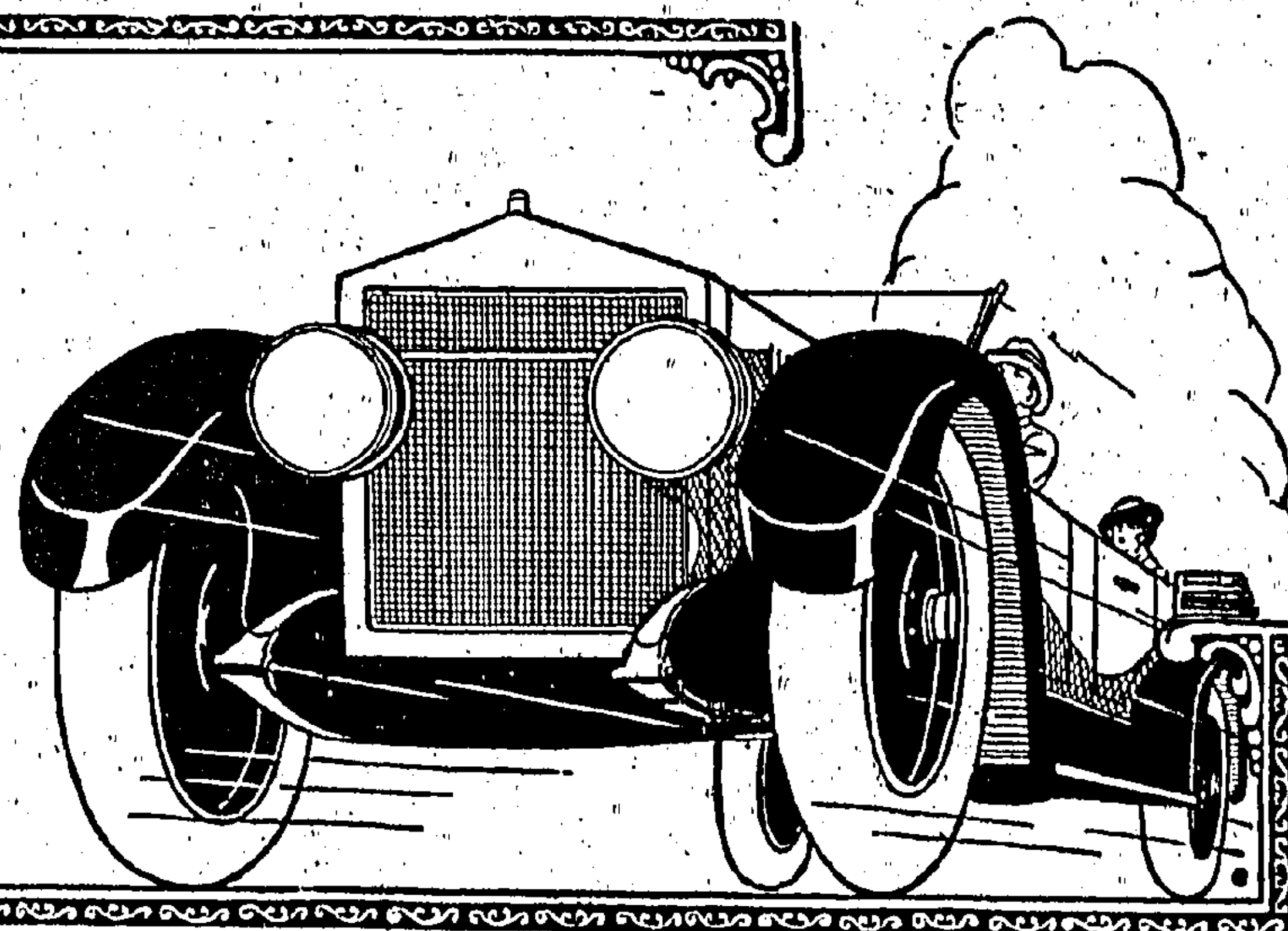
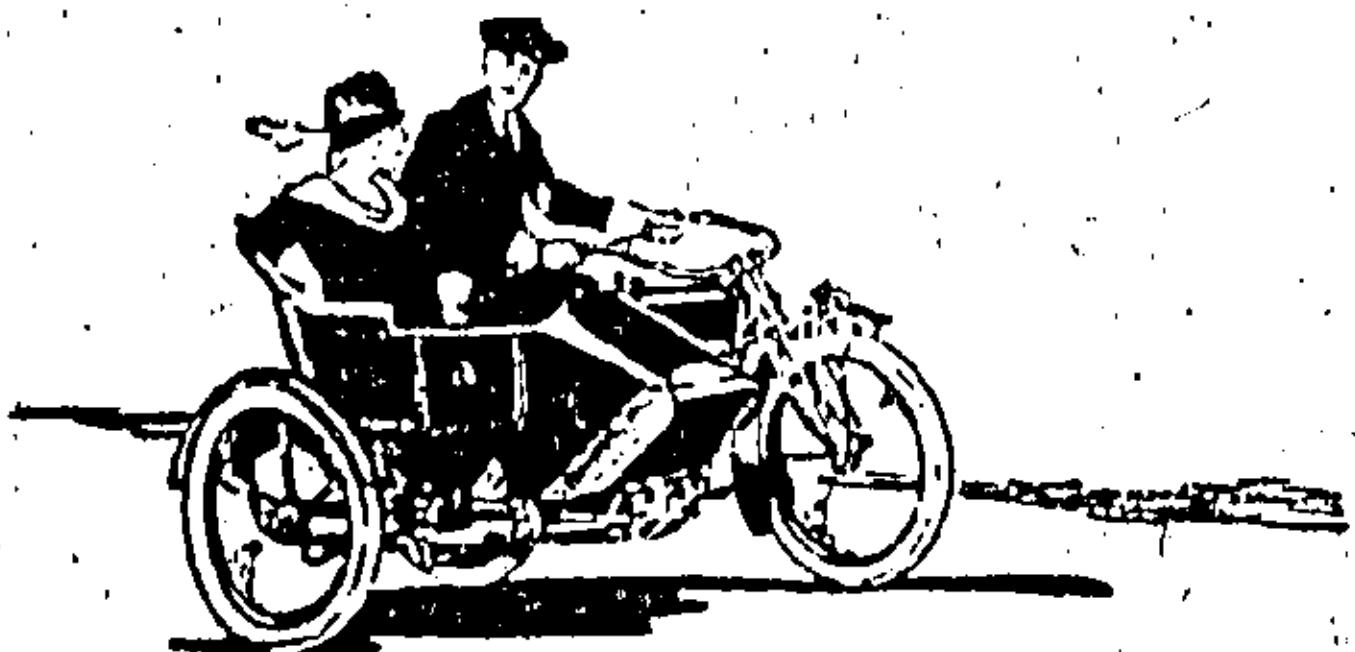
In fact, it runs counter to the previously expressed desire of the State Department, specifically expressed November 20, 1925, by Frank B. Kellogg, then Secretary of State. In a recommendation then made to Chile and Peru he urged sale of Tacna-Arica to Bolivia, giving it a seaport. Bolivia was an original party to the issue as participant in the war of the Pacific in 1879. Chile defeated both Bolivia and Peru and took the provinces under the treaty of Ancon, pending a plebiscite of the population. Bolivia lost Antofagasta.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 7th SEPTEMBER, 1929.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY CO.

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and motorbikes.
ALL AT ATTRACTIVE PRICES
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CURRENT COMMENT

Modern Motoring.

When every factor is taken into account, it is no wonder that the motor car of to-day is no longer considered to be a luxury. First of all one has to consider the purchase price of the modern car as compared with vehicles of ten or more years ago although even that factor does not show as great a contrast as the cost of maintenance. Under the latter heading come so many other important points of expenditure which do reveal a remarkable improvement from the various costs involved in the maintenance of a car of the days long past. It has to be remembered that the motor vehicle of 1929 is built to give years of service, and that providing ordinary care is taken, there can be no heavy bills for repairs or renewals. The mileage obtained from the modern tyre as compared with the tyre of the old days is another point where a great saving is made, as is also the mileage provided per gallon of petrol. It therefore follows that the tremendous strides which have been made, have so popularised the motor vehicle as a means of both private and public transportation, that the mere ownership of a car cannot possibly be termed a luxury. Even in Hongkong, there is a very noticeable increase in the number of people who use a motor vehicle daily to and from the city, and it is generally admitted that the increase in the monthly budget is comparatively small.

The Main Item.

Without doubt, the main item of expense connected with owning a car in Hongkong is the cost of garaging, and it is difficult to see how this can be appreciably reduced, especially in the Peak District, where the situation of the majority of houses does not allow the erection of private garages. Every encouragement should however be given to residents who desire to build housing accommodation for their cars, although we believe that it is usually a difficult matter to secure the necessary permission from the Public Works De-

partment. There can be no valid objection, providing the sites desired do not in any way cause inconvenience or danger to other residents. Whenever an application is made for permission to build a private garage, it should receive the most sympathetic consideration.

Five Years' Increase.

Whilst discussing the popularity of motor vehicles, it is interesting to compare the present day registration figures with those of but five years ago. In 1923 the following statistics were given:—

254 Motor Cars (Livery)	512 " " (Private)
1,181 " " (Drivers)	476 Motor Cycle (Drivers)
405 " " (Licences)	
The 1928 figures follow:—	
491 Motor Cars (Livery)	1,148 " " (Private)
2,970 " " Car (Drivers)	362 Motor Cycle (Drivers)
538 " " (Licences)	

Austin Does Well.

Cabled information is to hand that Aubrey Melrose, driving a standard 7 h.p. Austin car, won outright the 24 hour, 500 mile Reliability Trial in Western Australia. This Reliability Trial is an annual event, organised by the Royal Automobile Club of Western Australia, and is over extremely rough country. The Austin was in competition with all comers, and scored 698 points out of a possible 700. A Chrysler ran into a second place with 687 points. Mr. Aubrey Melrose is a well known Englishman in view of the fact that he competed with considerable success in English trials during 1927. He is, perhaps, best known in the motor-cycling world, and is still doing good work on dirt and grass tracks in Australia. His entry into the larger competitive field was by way of a little relaxation, and he considers that all the credit for his victory in the R.A.C. Reliability Trial should be given to the wonderful little car which earned him the laurels.

THE VERSATILITY OF THORNYCROFT VEHICLES.

Wide Range of Types.

The enormous development of motor transport, as evidenced by the number of vehicles in use to-day, is not so remarkable as the versatile uses for which these are now being employed.

Apart from the wide range of standard types of Thornycroft commercial vehicles with platform, hinged sided, enclosed van or tip wagon bodies of varying styles for freight transport, also standard types of coaches and omnibuses for passenger service, some entirely novel and interesting vehicles have been supplied for special service, which include cinematograph vans, equipped with all the necessary apparatus for the exhibition of films on outdoor screens, a van equipped with wireless transmission apparatus supplied to the British Broadcasting Corporation, motor caravans fitted up and furnished in simple style for the individual use of their nomadic owners, or with the sumptuous equipment and accommodation provided by the vehicle and trailer built for the hunting expeditions of an Indian ruler and his guests.

Thornycroft lorries in Australia have been equipped with special pumps and tanks for fighting

bush fires, also large capacity bodies for transporting sheep.

Others have employed their vehicles to provide power for operating agricultural machinery, and one Thornycroft owner bought his vehicle inside his works, packed it up and actually employed it to drive his works machinery during a coal strike emergency.

There have been Thornycroft horse-boxes, ambulances, tank waggon, lower waggon, fire engines, repair workshop, equipped with lathes and other appliances for engineering work, but quite the most interesting vehicles of all was a Thornycroft van furnished with Altar and Keredos which was duly consecrated before it commenced its missionary work on behalf of a well-known Society.

Truly the ubiquity of the motor vehicle is only paralleled by its versatility, to which there would seem to be no limit in the case of Thornycroft motor vehicles, which is scarcely a surprising fact when it is recalled that John I. Thornycroft & Co., Ltd., were pioneer manufacturers of these and have been mainly responsible for their wonderful development during the past 30 years.

LIQUID DISASTER.

Petrol's Powerful Punch.

TREAT IT GENTLY.

A gallon of petrol, when mixed with the right proportions of air, has an explosive force equal to 83lb. of dynamite.

There is great danger of explosion attendant on the use of petrol as a cleaning solvent. At a normal temperature petrol gives off a vapor that is heavier than air and settles near the floor. Opening a window does not give enough ventilation to clear away this vapor, which can be ignited by the smallest spark.

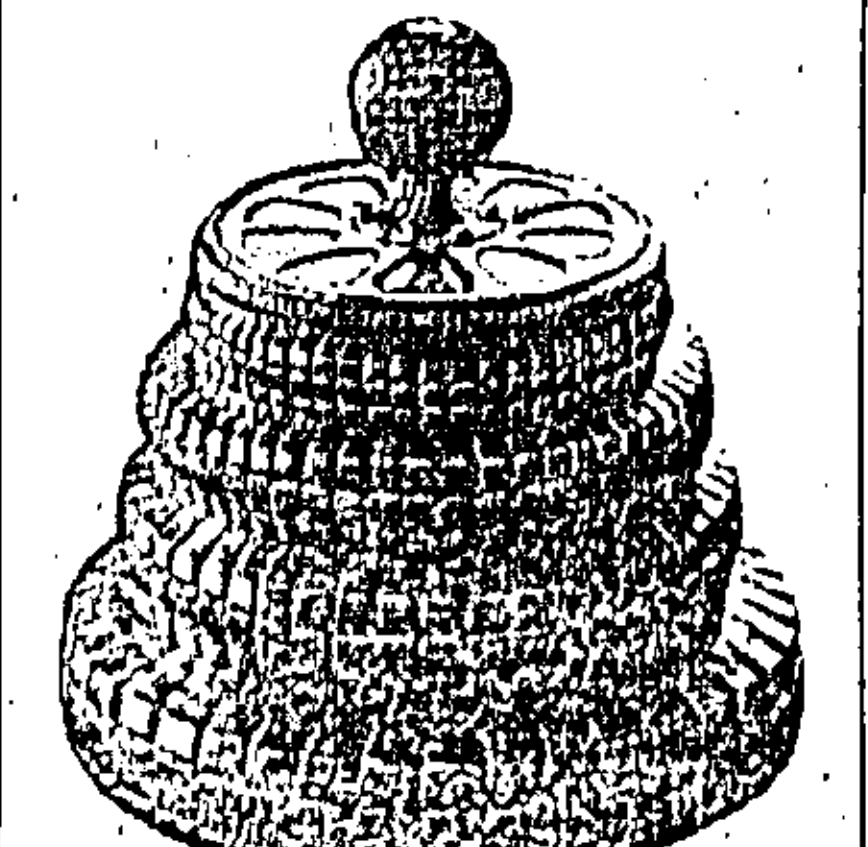
This is the great danger of cleaning garments with petrol indoors. Even the friction of the garments has been known to cause the gas to explode.

Bulk petrol waggon are "earthed" by a dragging chain, which earths any static electricity in the frame. As the tyres insulate the vehicle from the road this static, if not earthed, might cause a spark inside the tank.

DUNLOP ANNIVERSARY.

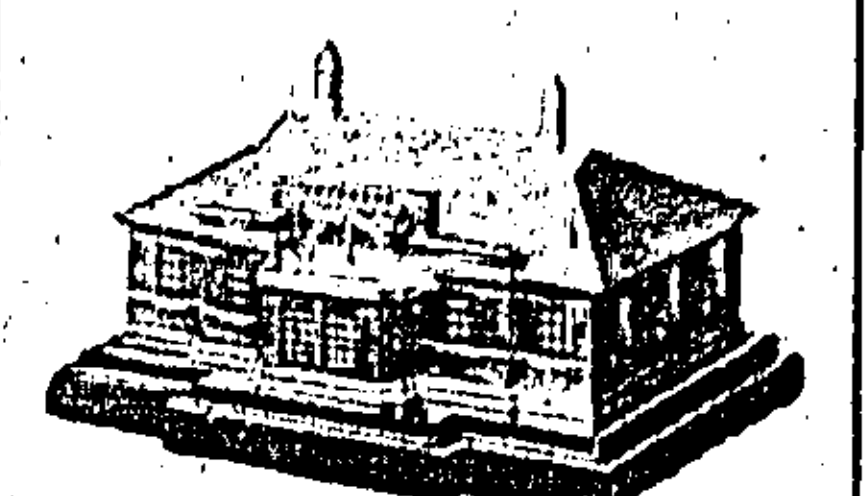
Two Chiefs' Novel Souvenirs.

The seventh anniversary of Sir Eric Geddes and Sir George Beharrell-joining the Dunlop organisation as chairman and managing director respectively has been marked by the presentation to them of novel souvenirs from the local directors and directors of the associated companies.



A tobacco jar formed from the silver replicas of five types of tyre, with a golf ball for handle, presented to Sir George Beharrell, managing director of the Dunlop Rubber Co., Ltd., by the local directors and directors of the associated companies as a souvenir of the seventh anniversary of his joining the organisation.

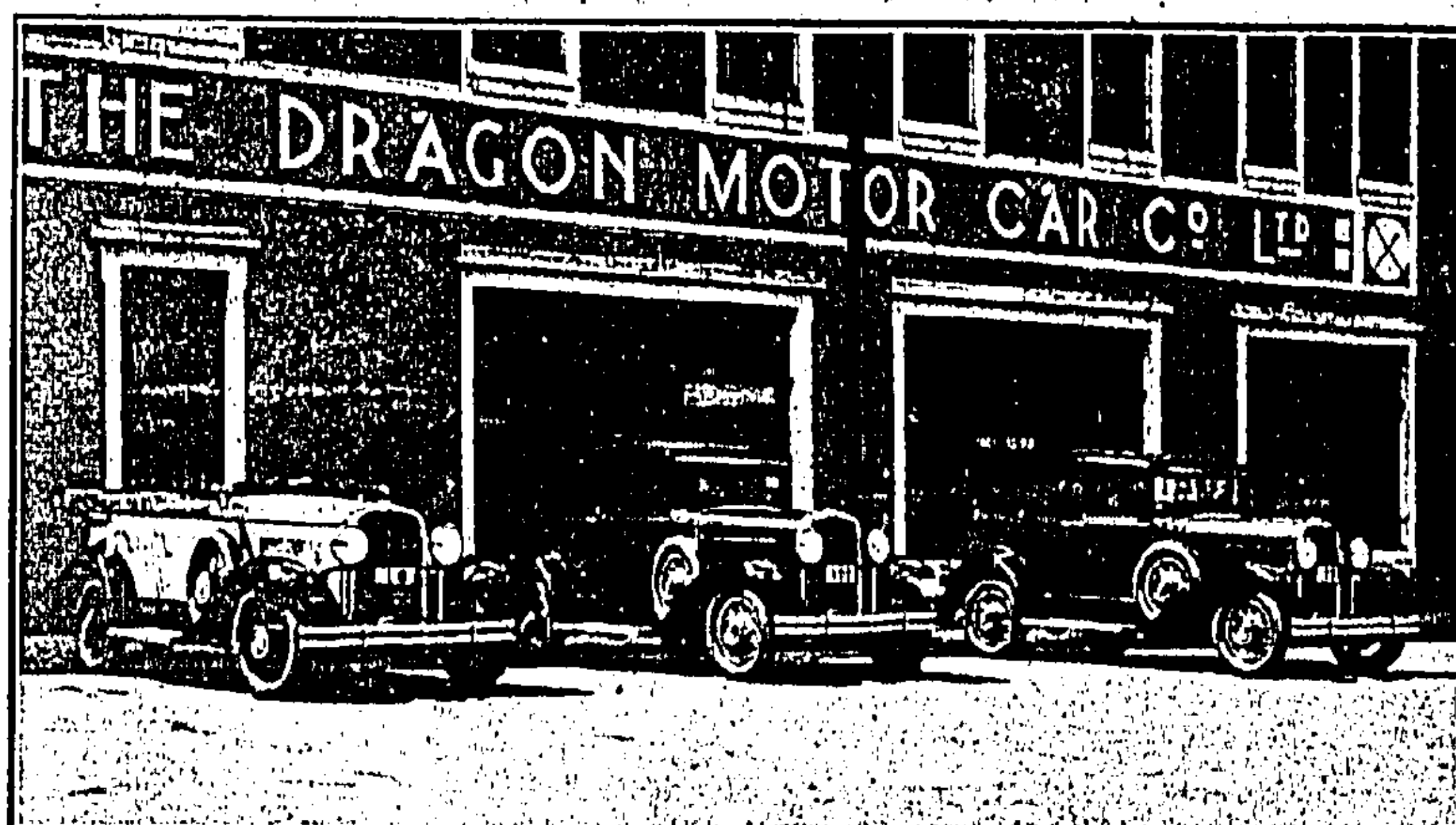
Sir Eric Geddes has been given a scale model in silver, made to hold cigars, of the Factory Council Chamber at Fort Dunlop and Sir George Beharrell has received a tobacco jar formed from the silver replicas of five types of tyre with a golf ball for handle.



Scale model in silver, made to hold cigars, of the Dunlop Factory Council Chamber at Fort Dunlop. It has been presented to Sir Eric Geddes, chairman of the company, by the local directors and directors of the associated companies as a souvenir of the seventh anniversary of his joining the organisation.

Addresses accompanying the gifts referred to the chairman's sound judgment and intrepidity as a leader of men and to his personal interest in the individual work and life of management staff and operatives. The tribute to Sir George Beharrell acknowledges how much he has done to establish the "team" spirit amongst those associated with him and the sympathetic and highly efficient control which he exercises over the personnel.

"MARQUETTE" MODELS ARRIVE IN HONGKONG.



The above picture shows some of the new "Marquette" cars which have recently arrived in Hongkong. Built by the makers of the famous "Buick" cars, these vehicles reach a very high standard in automobile manufacture. During the week, many motorists have visited the Dragon Motor Company's showroom to see these cars. (Photo: Mee Cheung).

STUDEBAKER "EIGHT."

The Commander Model in England.

"SINGLE SPEED CAR."

An indication of the success American cars are meeting in establishing new standards of performance and comfort in overseas markets is found in the report of a test run in a new Studebaker Commander Eight, written by an English motoring authority for The Autocar of London.

"The Commander," writes this authority, "is an extraordinarily interesting car. It is a really comfortable conveyance in which to travel without fatigue. It has what so many cars of this type do not possess—namely the power to make the journey swiftly, and the power to interest the enthusiastic driver as well as the average motorist."

Commenting on the Commander's power and smoothness in high gear, he writes, "probably it is as near a single speed car as it is possible to attain. In top gear all the ordinary hills of a day's run are most easily surmounted. It is not a question, too, of having to rush hills to display the car's top-gear performance. This Studebaker can be taken gently up a 1 in 10 gradient (ten per cent.) with its full load, and will then go on up, accelerating the whole way, in a manner that suggests a big express train on the level.

"The second great point of the car is that at cruising speed there is really no sign of the engine. Nothing mechanical seems to be propelling the car.

"The car exactly equalled the time taken by a fast sports car over a particular journey 60 miles long without coming within 20 miles per hour of the sport car's maximum speed. As to its own high speed, the upper end of the Commander's range is well outside anything the average driver wants.

"The brakes are good, the clutch very near ideal, and the springs absorb road shocks admirably. Steering is so light as to be definitely worth having in traffic. Front seat adjustment works well. There is plenty of room, for the front cushion is 3 feet, 2 inches wide and the rear cushion 3 feet, 11 inches wide with arm rests at each side."

Studebaker reports that Commander sales have increased 64 per cent. over last year. This company now leads in the manufacture and sale of eight cylinder cars.

REASONS.

"Why am I grey?" cried the traffic cop.
"When my years are so few and my chin still black?"
The reason intrigues you? Then I'll—Hey! Stop!
When I give that signal it means "keep back!"
You can't. Don't you see that this street's one-way—
What did you ask me? Oh! why I'm grey?
"It may seem to you," said the traffic cop,
"That—Get over quick or you'll be run down.
That—Please stand up, madam, I'm not a prop.
Hey! why must you stall in this part of town?"

No. The gummen aren't loose, that's a backfire pop—
Just look at that woman, the bluish-blank jay.
Yes. Third to the left. Did you say I'm grey?
"That's not quite correct," said the traffic cop,
"For—why must that fellow burn oil as well?
I'm so full of fumes that I'd like to flop—
The time is three-twenty. This fact I'll tell—
The hair you can see is a fringe. On top—
Look driver, you wait in your place till called—
On top where my cap hides my head—I'm bald."

1930 HARLEY DAVIDSON EXPECTED SOON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

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ONLY A FEW LEFT!

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A GOOD ASSORTMENT OF SPARE PARTS AND
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SERVICE

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Latest Machinery
Expert Mechanics
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MAY WE SERVICE
YOUR CAR?

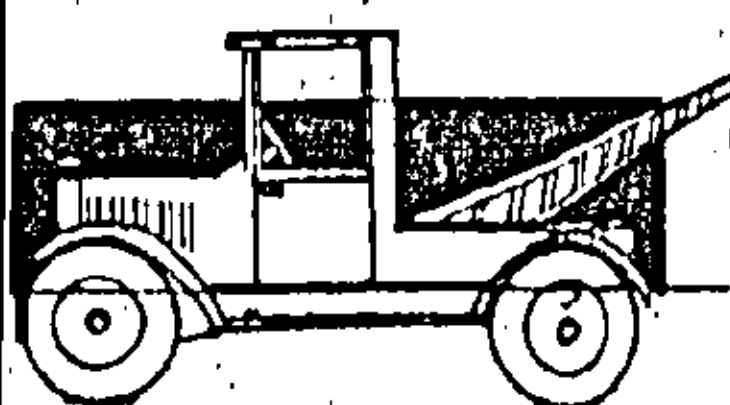
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MODERN MOTOR SERVICE.



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NIX, (1929) REFINISHED
HER, (1929) WITH
Cresto
FINISHES

ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

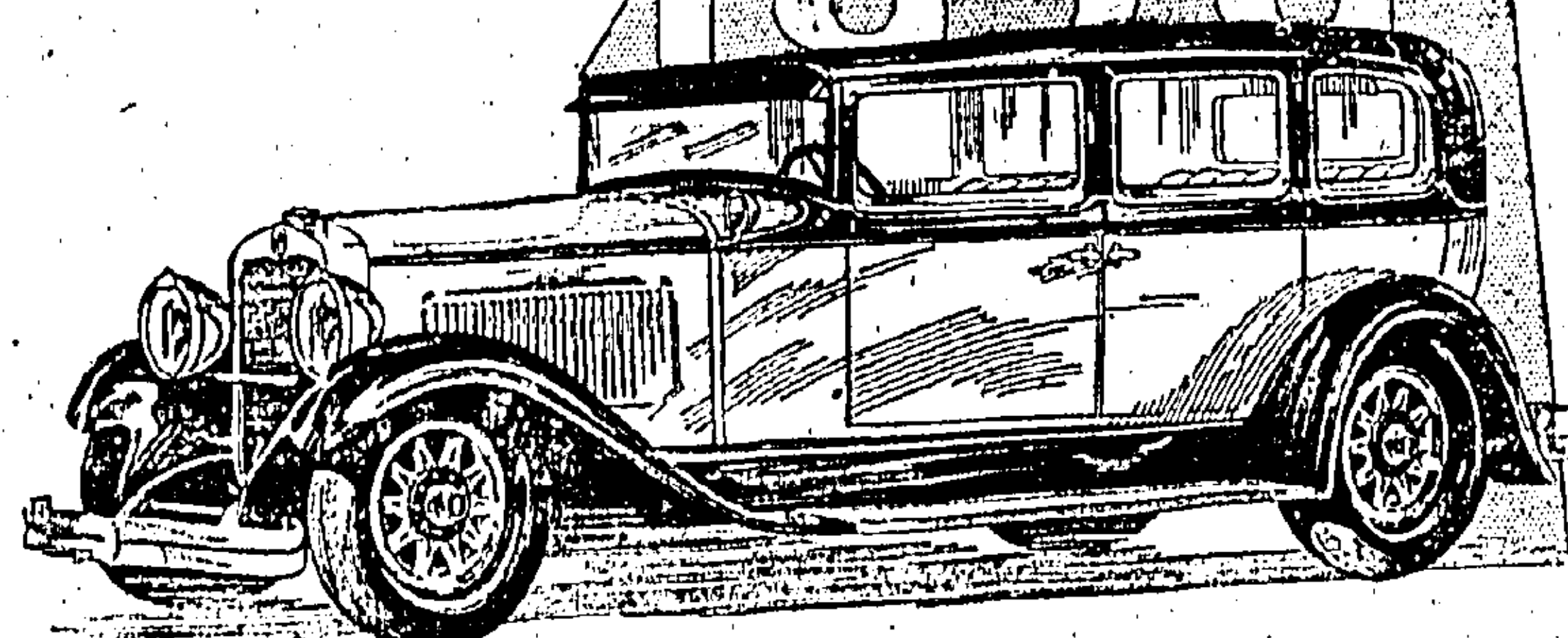
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NASH
"400"

THIRTEEN years ago, C. W. Nash, then President of the second largest motor car company, founded a small, new institution to which he gave his name, his full energy, and an idea.

That idea was the building, in large volume, of a moderate priced car which would have the appearance and every other desirable quality of the costliest cars on the market.

The ambition of his manufacturing career was completely realized with the introduction of the now famous Nash "400".

Today, only ten months after their announcement, over 140,000 of these great cars are speeding over the highways of the world—ably testifying to the brilliance of the idea and the merit of the product.

No other car in the history of the industry ever has combined—at any price—such owner advantages as valve-in-head, high compression, Twin-Ignition Motors; Hydraulic Shock Absorbers; Centralized Chassis Lubrication; positive four-wheel brakes; and the World's Easiest Steering!

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PLAN FAST ROADS.

The Netherlands Association for Fast Motor Roads is planning a

system of roads costing more than £16,000,000 which will speed up traffic in that country. Roads will extend from Amsterdam to Rotterdam;

from The Hague through Utrecht to the eastern border leading into Germany; and from Amsterdam to Utrecht.

A MODERN TYPE OF "BATH CHAIR."



and is said to be capable of quite "a good turn of speed." The unique vehicle shown above is driven by electricity. It certainly goes round corners on three wheels!

KERBSIDE CONTROL.

Drive Change Urged.

GREATER SAFETY SEEN.

Some U.S. motor experts are in favour of changing the driving controls of motor vehicles to the right, while retaining the use of the right side of the road.

Mr. Frank G. Snook, chief of the division of motor vehicles in California, believes that fewer accidents would occur if vehicles were operated from that side. Motorists would be able to watch the road better, he contends, and not be in the beam of light from approaching cars at night. The tendency with the inside drive is for the driver to keep to the centre of the road where he cannot see the outer edge.

Leaving the kerb or parking is made much simpler by the inside drive, as the driver is better able to see the curb and he does not have to enter or leave the car on the street side—a dangerous practice.

Mr. Boyd Edkins, of Sydney, is in favour of the inside drive for Australia, where, of course, controls would be on the left, as the rule of the road there is the reverse of that in the U.S. Besides being safer, he recently pointed out the thousands of pounds spent in changing the drive of American cars would be saved.

STUDEBAKER AIM.

Design Expresses Speed.

BUILT FOR SERVICE.

Climaxing a year of performance achievement in which Studebaker cars won every official speed and endurance record for fully equipped stock cars regardless of power or price, Studebaker has introduced a more powerful President eight on two longer wheelbases, a new Commander eight, and a finer Commander six.

The new President eight is offered on 125 and 135 inch wheelbase chassis, each powered by a motor of 115 horse-power. Performance of this car, which has already set five world records by travelling 30,000 miles in 26,326 minutes, has been improved and refined. Both the Commander eight and the Commander six are mounted on a 120-inch wheelbase chassis.

Flexibility of the cars is expressed in the design of the bodies. Lower, longer lines made possible by double-drop frame construction, are enhanced by the blending of graceful curves. Windshield pillars embracing the new shatter-proof safety windshield, curve gracefully from cowl to trim top cap visor. Deeply crowned fenders hang low over the wheels. The newly designed belt curves to blend into the flowing lines of the cowl.

Rich body colourings are set off by bright touches of chromium plating on radiators, head lights, cowl lights, bumpers and other features of exterior bright work. De luxe models of both President eight and Commander lines carry six wire wheels, two spares being mounted forward in fender wells. In the brougham and convertible cabriolet models of both lines, a distinctive touch is achieved by the adoption of a French front—the front pillars curving into the roof lines without any visor. The windshield frame is rimmed in nickel.

Fine Upholstery Used. Driving comfort is enhanced by an adjustable steering wheel instantly adjustable driving seat, adjustable clutch and brake pedals and rubber-covered trendle accelerator which supports the

U.S.A.'S CUSTOMERS.

Australia Second.

CAR, TRUCK EXPORTS.

Last April, Australia was the United States' second best customer in motor-cars, says Cram's Automotive Reports, discussing exports for that month.

Canada tops the list with 9104 cars, Australia is next with 4379, then comes Brazil with 3872.

Brazil was the chief buyer of trucks with 2053, Australia running second with 1864. The United Kingdom comes third in this list, 1880 American trucks having found a market there.

entire foot. Upholstery in many models is of the French pillow type with heavily upholstered arm rests at the sides. In brougham models an added touch of luxury is provided by a centre arm rest in the rear compartment which folds into the back when the seat is occupied by three passengers.

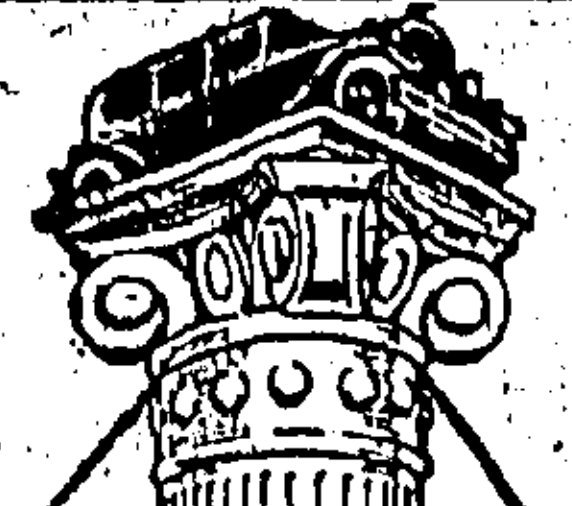
Riding comfort is insured by new ball-bearing spring shackles, which were pioneered by Studebaker, and by hydraulic shock absorbers, and multiple springs of generous length. On the President eight, Houdaille double-acting hydraulic shock absorbers and spring covers are standard equipment. Lovejoy hydraulic shock absorbers are used in Commander models.

Handling ease and safety have been augmented by several new engineering features. The low centre of gravity obtained through the double-drop frame design is assurance of roadability at all speeds. Easier steering is effected through refinements in the steering gear, notably the lapping and chromium plating of steering knuckle pins, which permit fingertip guidance of the car and eliminate a source of wear and adjustment.

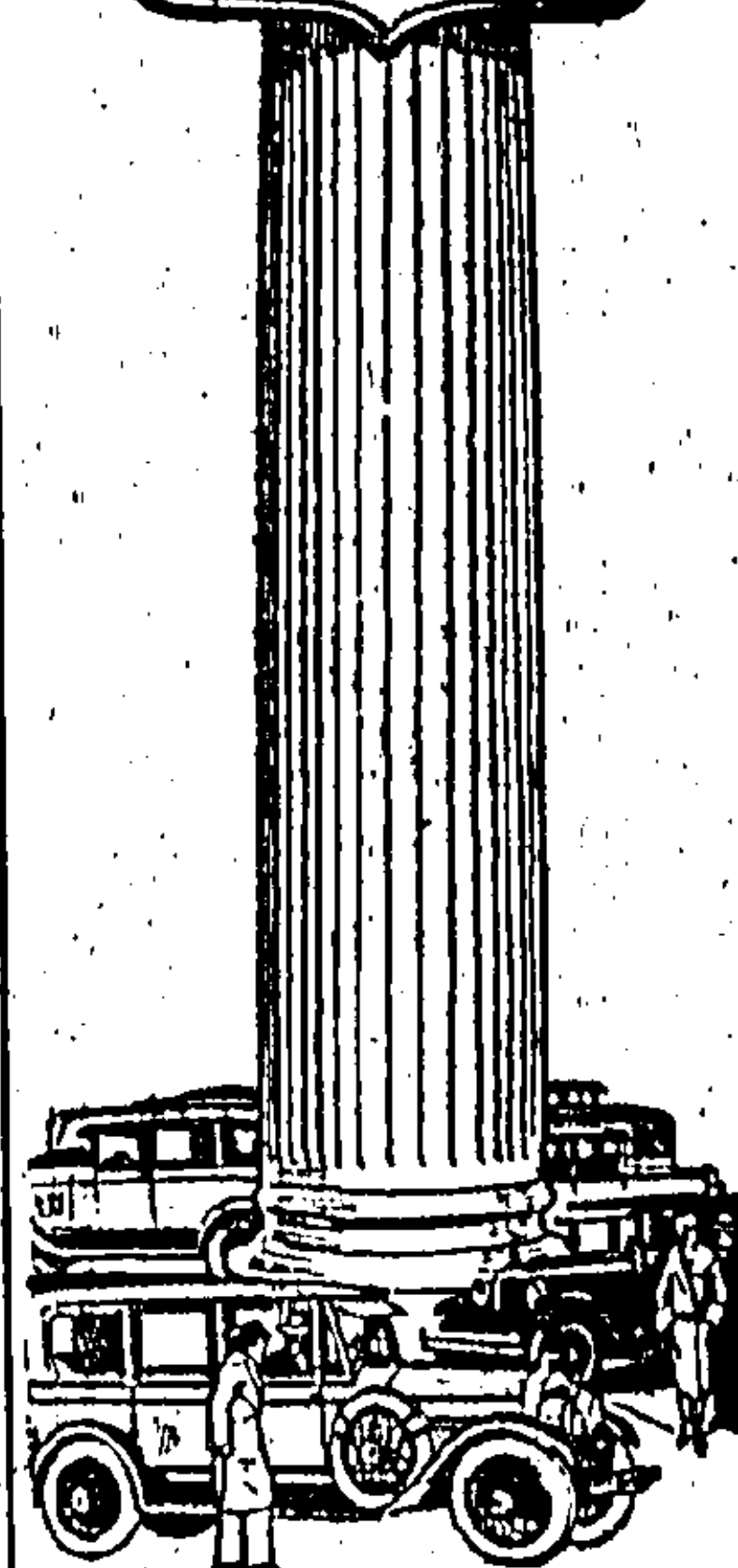
To compensate for increased power, amplified-action four-wheel brakes have been made more effective by increasing the size of the brake drums. Exceptionally smooth clutch action has been attained through improvements in clutch design.

Horsepower in the new President eight motor has been increased from 109 to 115, largely through improved carburetion and manifold-ing with a slight increase in the compression ratio. The new carburetion and manifold system is of the duplex type, providing in effect two carburetors and manifolds each feeding for cylinders.

The Commander eight may be said to closely follow the general design of its running mate, the President. The motor is of eight-cylinder L-head type with fully machined dome combustion chambers. It is exceptionally neat and compact in design and has the notable power ratio of one horsepower for every eight pounds of engine weight. A smooth flow of power even at high speeds is attained through use of a heavy crankshaft statically and dynamically balanced.



CHRYSLER
—above
all others.



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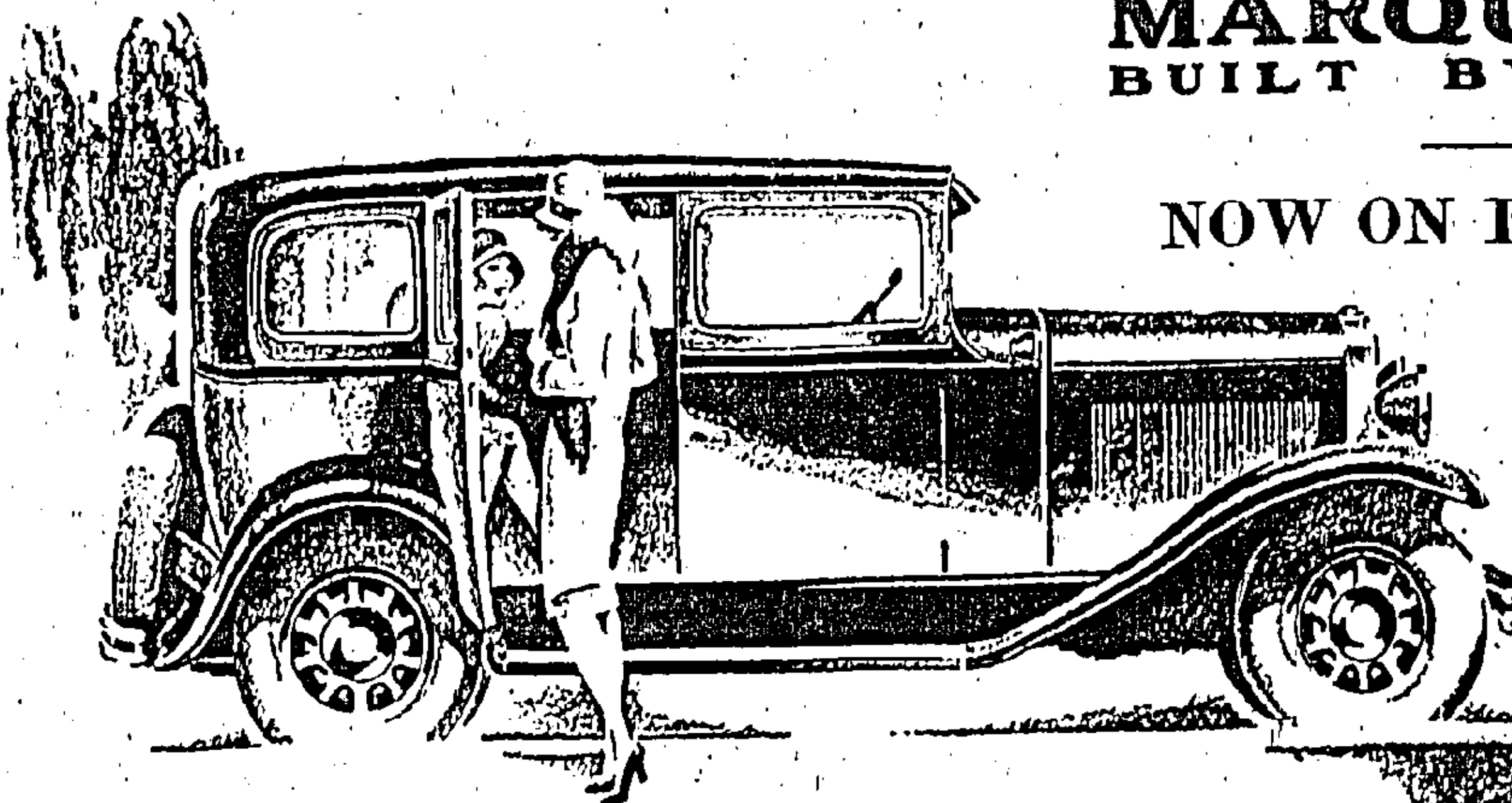
TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

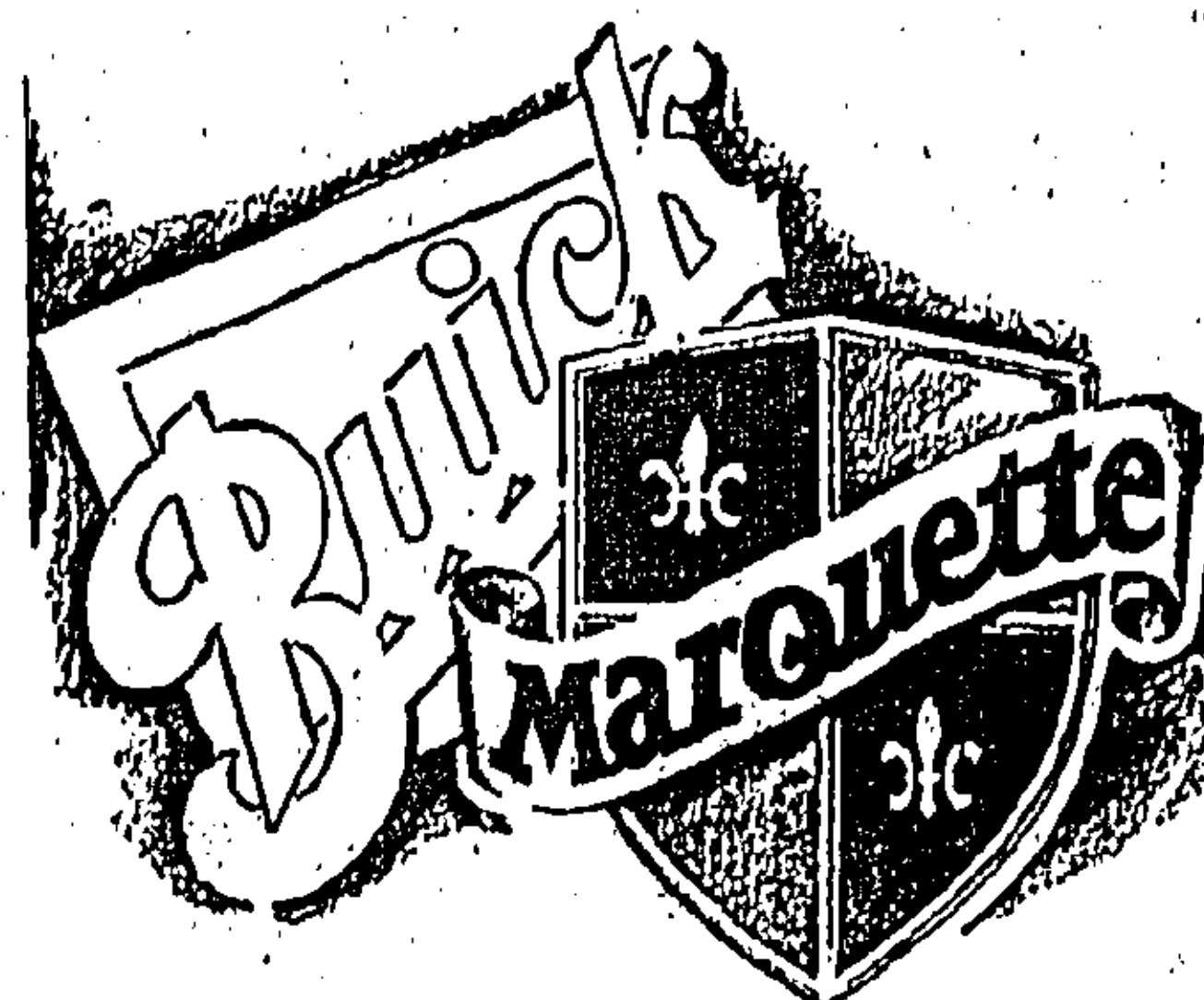
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NOW ON DISPLAY.



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2,000,000 owners have chosen Buick cars in the past 26 years. A great many more signified the same intention if only Buick quality were available at a lower price. Marquette—built by Buick—is the result. A car that gives you the utmost performance and comfort—with the height of latest fashion in design and color—at a price which only Buick and General Motors could make possible.



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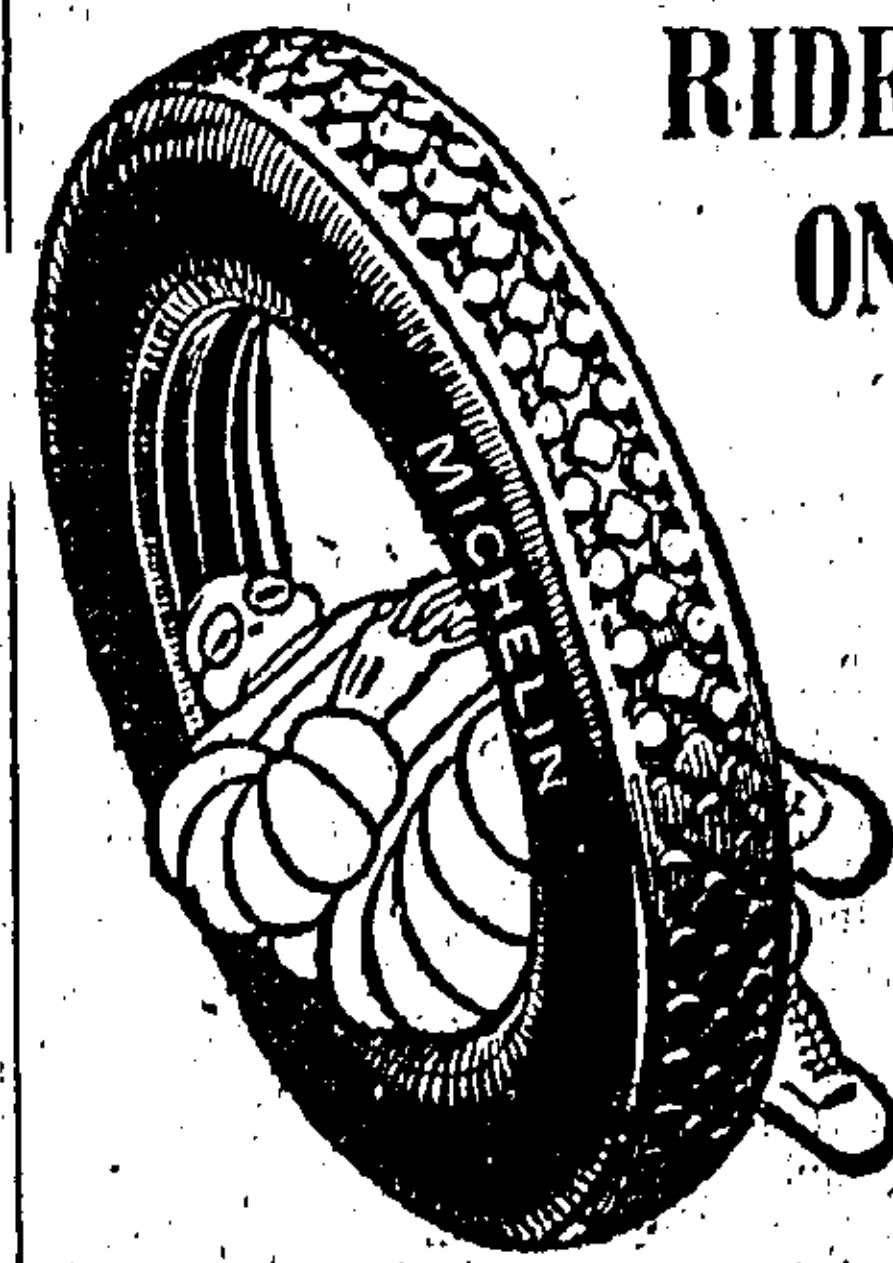
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Pictorial Supplement

September, 7th 1929.

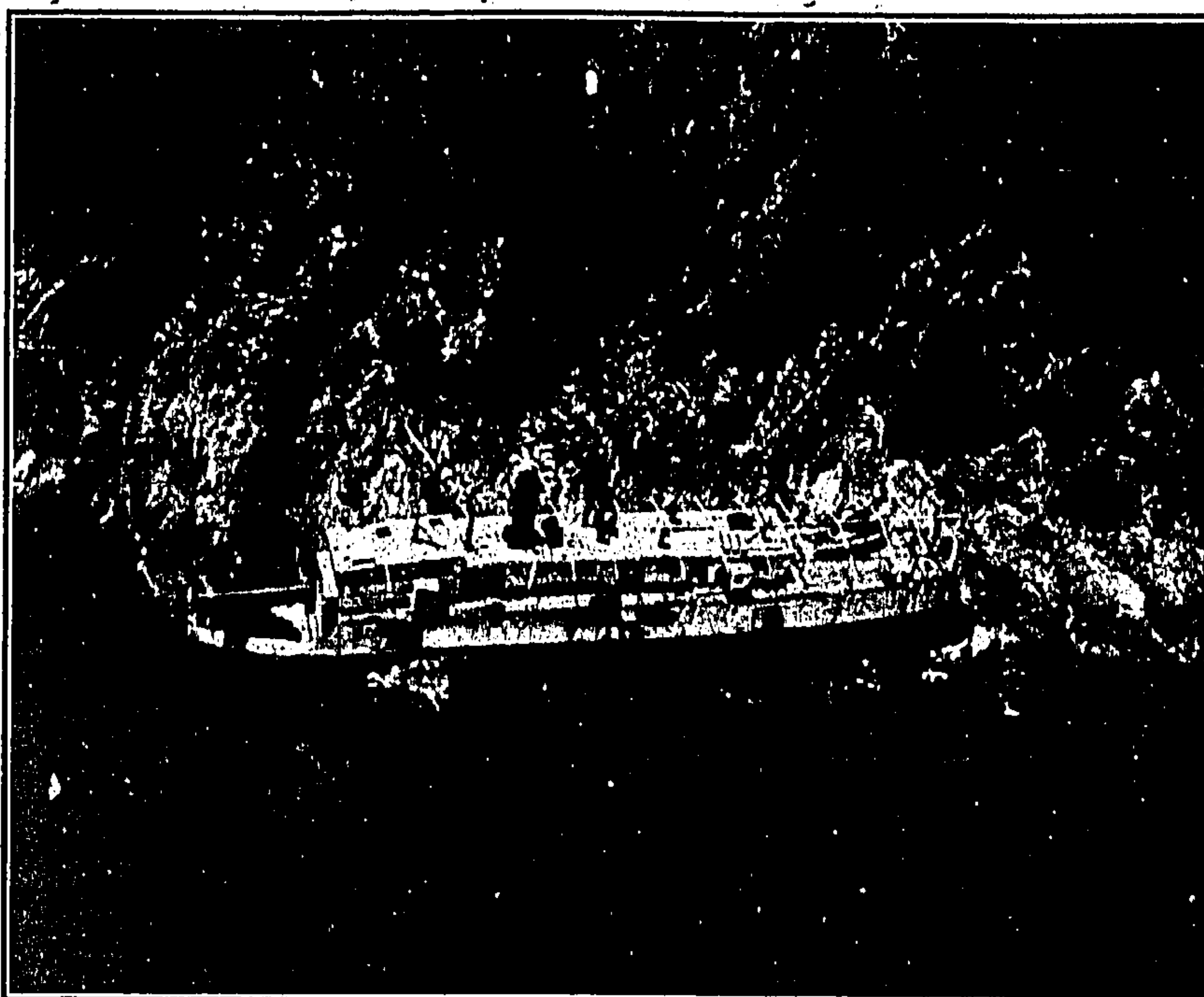
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The Rev. J. Horace Johnston, of Kowloon Union Church, and his bride, Miss Kathleen Edith Duncan, leaving St. Margaret's Church, Isleworth, Middlesex, after their wedding on July 24th. (Photo reproduced from the Daily Mirror).



This striking aerial picture shows the s.s. Cassum aground on the north-east point of Lantau Island. She was carried on to the rocks during the recent typhoon. Formerly, she was H.M.S. Woodlark. (Royal Air Force Official Photograph).



Mr. Sitson Ma, a young violin prodigy, 18 years of age, who has just returned to Hongkong from France. He is to give a recital at the Chinese Y.M.C.A. to-night.



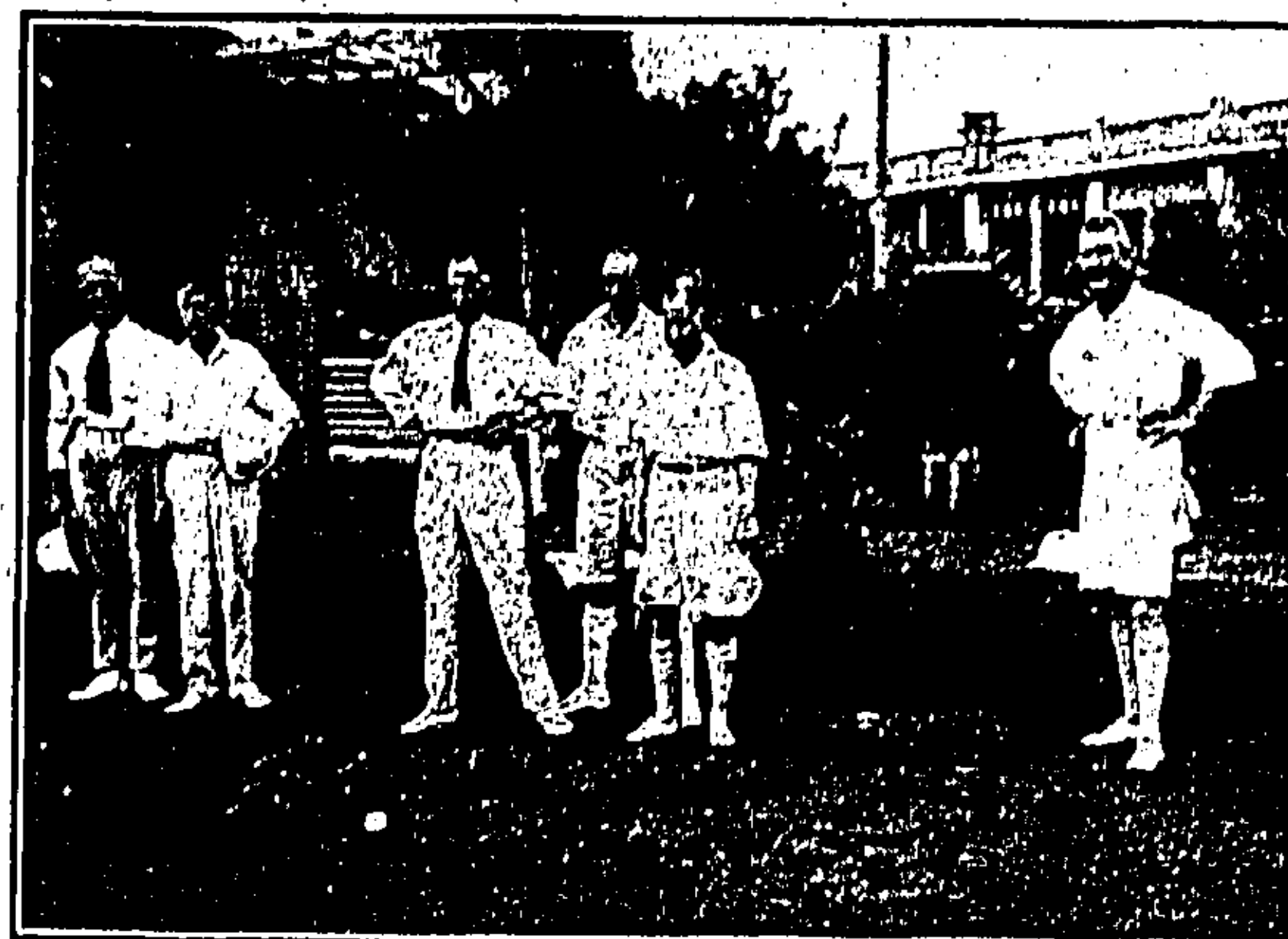
A fine "basket" of black bass caught in one of the local reservoirs on Sunday last by two angling enthusiasts. (Photo: Ming Yuen Studio).



Kowloon Dock, playing at home, secured a creditable win over Craigengower in the First Division of the Lawn Bowls League last Saturday, scoring 63 shots to 49. Above is a snapshot of play during the progress of the match. (Photo: Mee Cheung).



Last Saturday morning, in the presence of a large gathering of Chinese and foreign residents, Mrs. R. A. C. North, wife of the Secretary for Chinese Affairs, opened the new Chinese Dispensary in Main Street, Shaokwan. The above photograph was taken on this occasion, Mrs. North being seen fifth from left. (Photo: Ming Yuen Studio).



Here is another snapshot of the bowls match between Kowloon Dock and Craigengower, last Saturday. (Photo: Mee Cheung).



Mrs. North is here seen opening the door of the new dispensary at Shaokwan on the occasion of last Saturday's ceremony. (Photo: Ming Yuen Studio).



This amusing picture of a mock execution was taken on the occasion of a fancy dress football match in which officers, sergeants and junior N.C.O.'s of the 12th Heavy Battery R.A., Lyceum, played the gunners on August 28th. As is seen above, there were some extremely funny costumes. (Photo: A Hing).

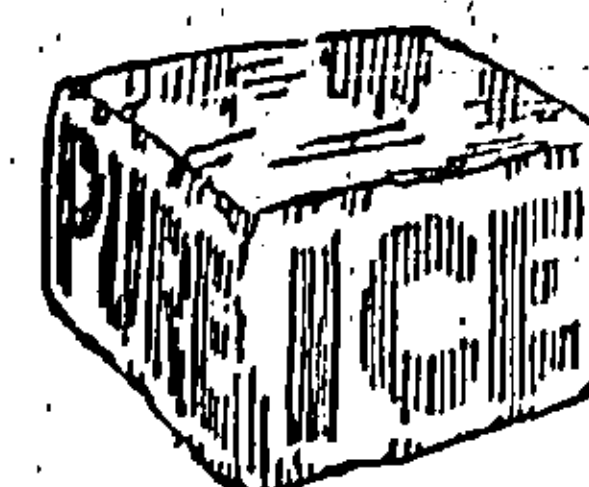


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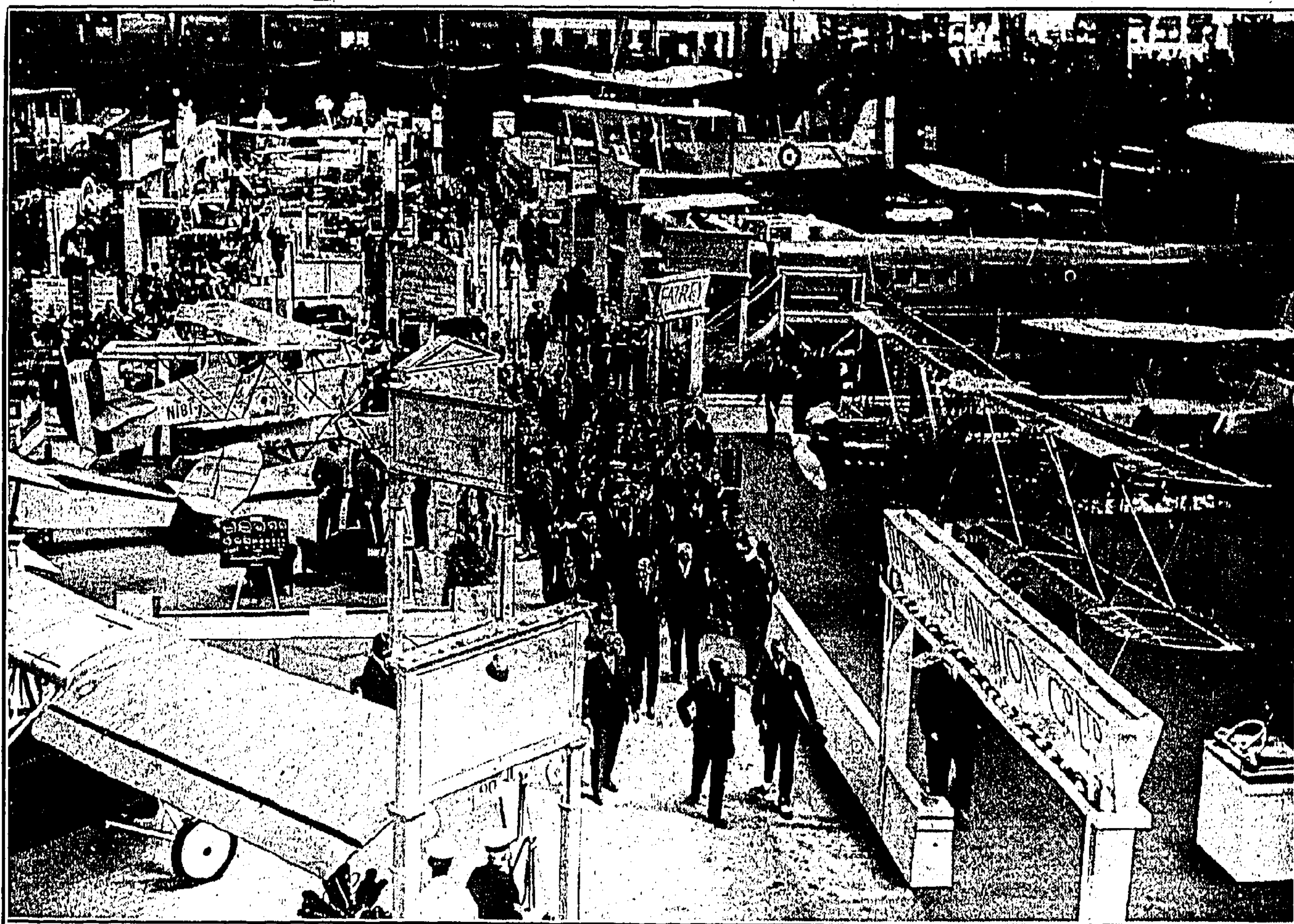


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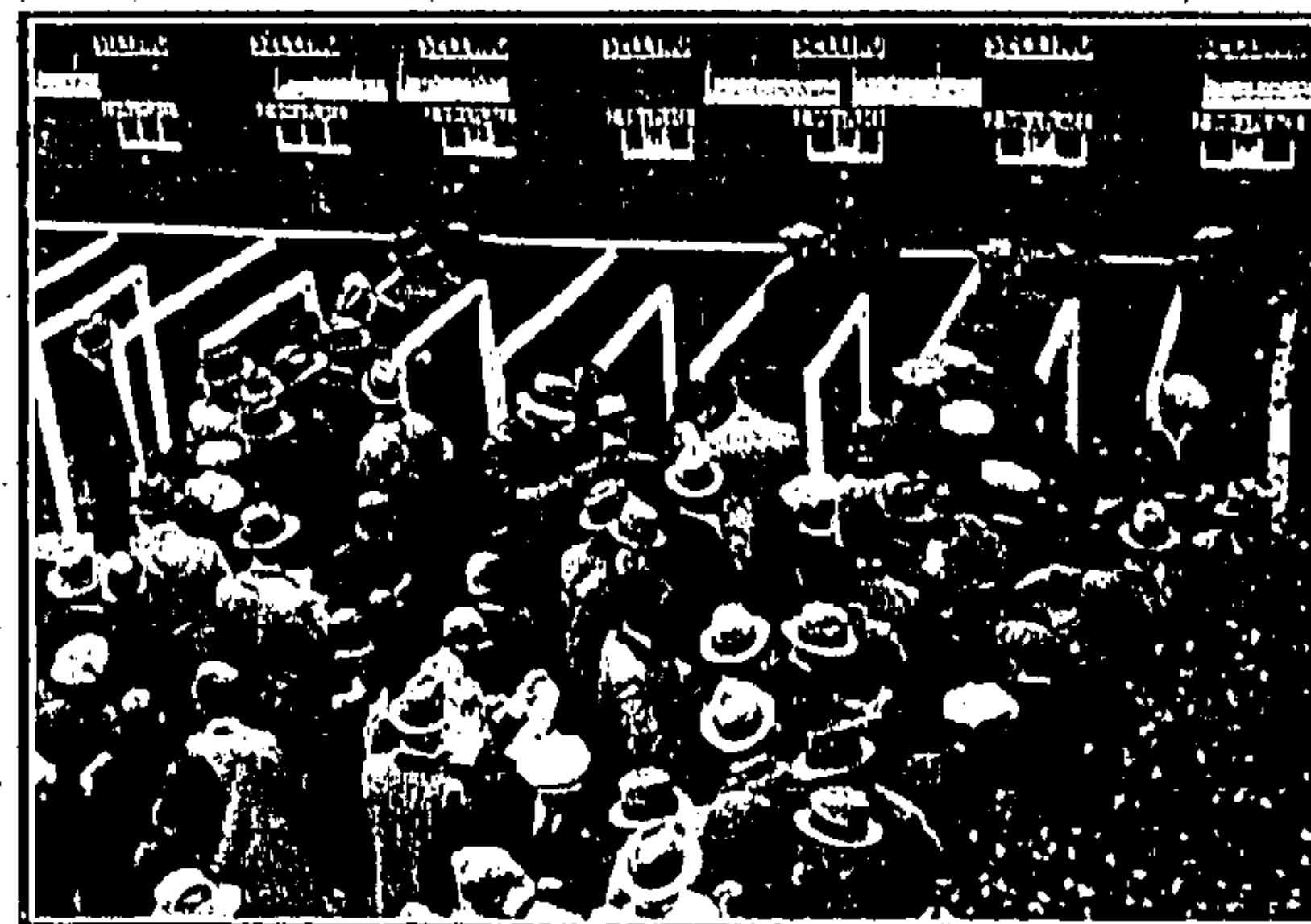
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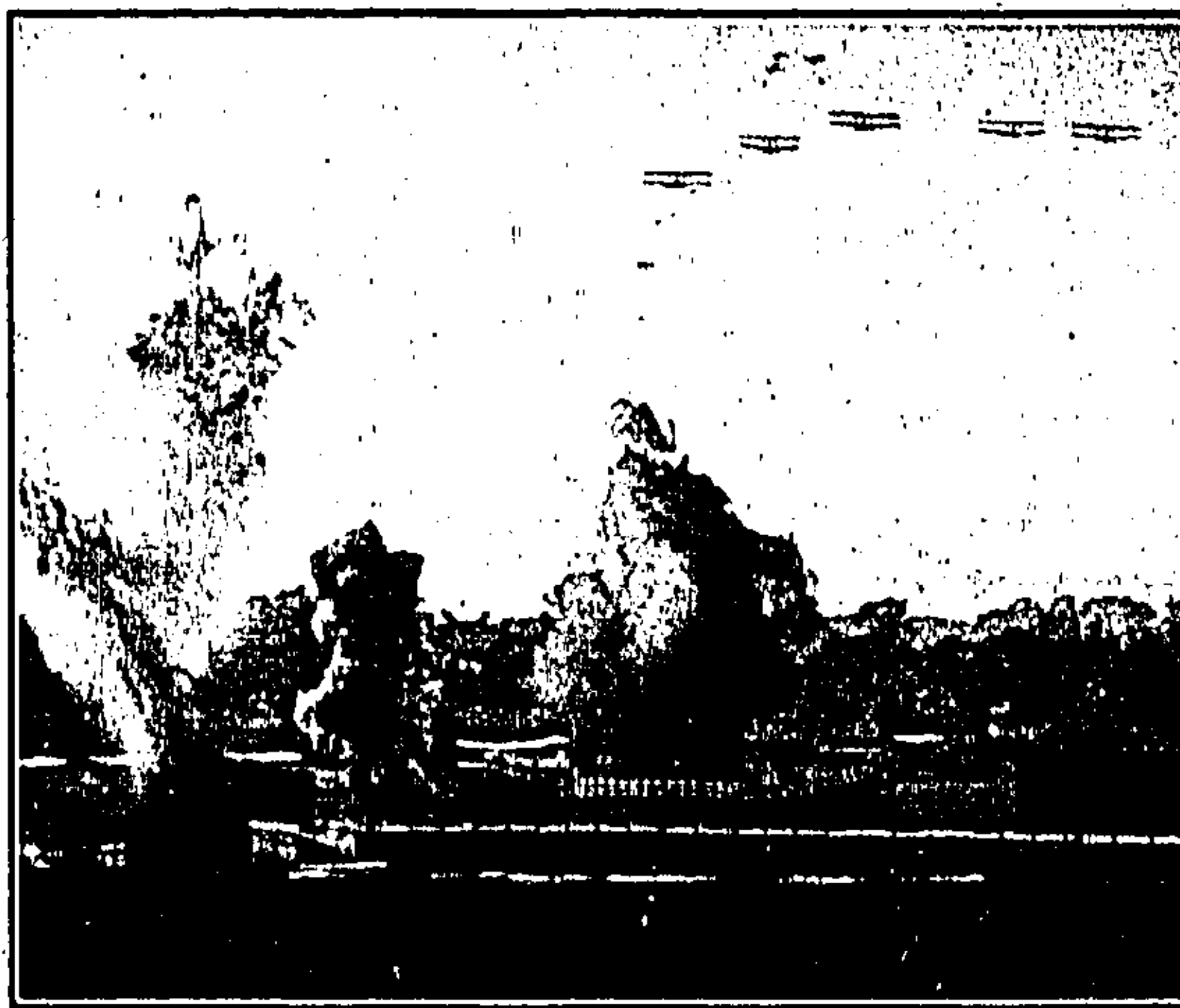
SPECIAL PICTURES FROM THE OLD COUNTRY.



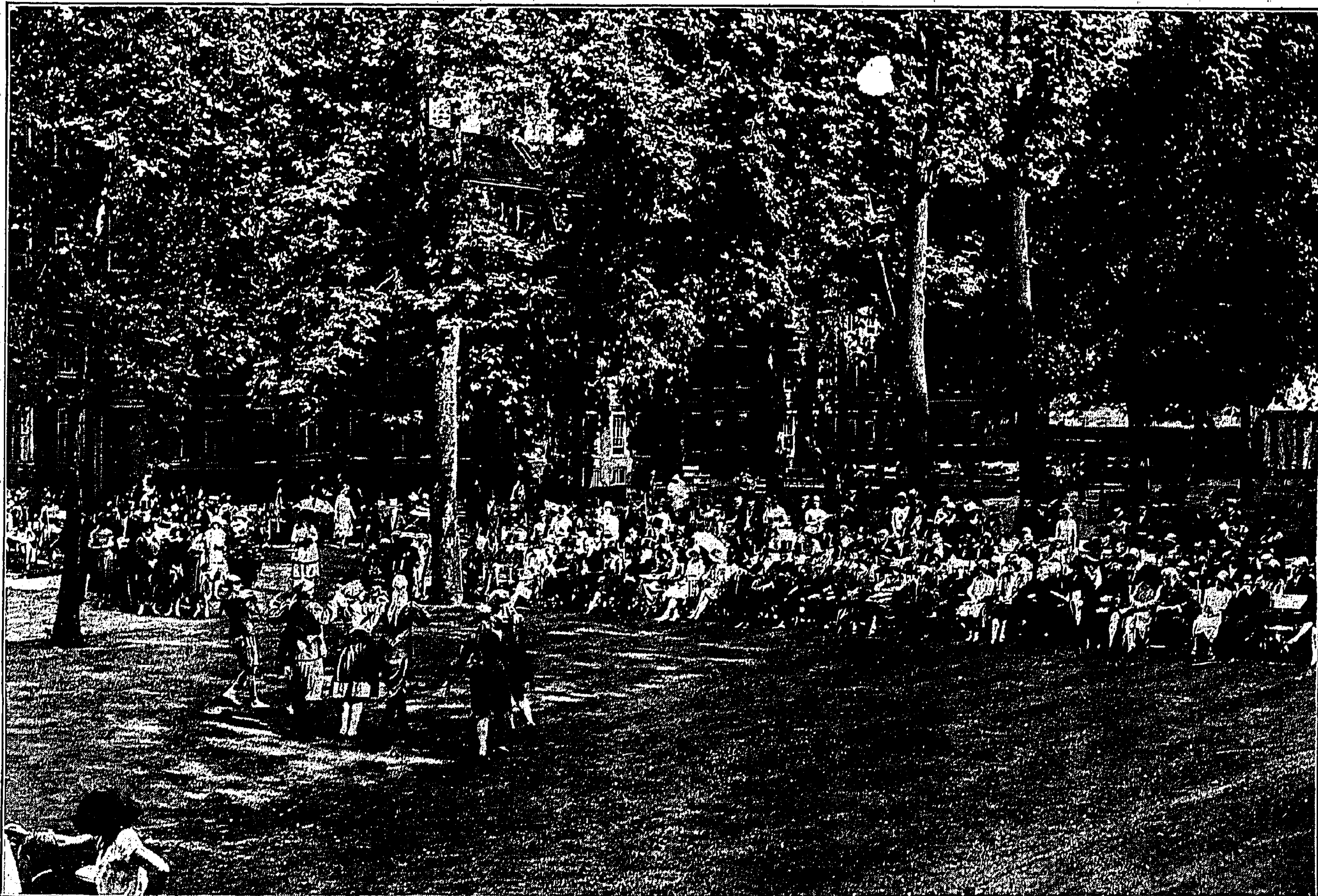
The Prince of Wales at Aero Exhibition, Olympia.—The Prince of Wales, opened the International Aero Exhibition at Olympia on July 16, and afterwards inspected the exhibits. Our picture shows the Prince during his tour of the exhibition at which over 70 aircraft are on view, including secret military aircraft released for exhibition by the Air Ministry. (Times copyright).



Picture shows the "Tote" in action for the first time in England. It was at the Newmarket Races that the public had its opportunity of trying out the experiment. (Photo: Central News).



The final item at the recent R.A.F. pageant at Hendon, and one of the most spectacular, was the attack on a defended "sea-port." A large number of bombers and fighting machines took part, and our picture records a stage of the battle. (Photo: Central News.)



Garden Party at Gray's Inn, London.—The new extension of the Library at Gray's Inn, which has been built to the design of Sir Edwin Cooper at a cost of about £40,000, was formally opened by Mr. Stanley Baldwin. After the ceremony, a large company was entertained in the gardens. The conditions were ideal, the trees affording the guests ample shade from the sun. A general view during the performance by members of the Margaret Morris Dancers. (Times copyright).



For Chilly Mornings Chantel Suggests Jersey Pajamas. These Feature a Gay Coat in Colors Equally Patriotic In France or America. . . Red and Blue Designs on White. The Straight Trousers Are White With Wide Red Bands.

Fall Fashions

In Soft Tweeds
and
Light Woolens



II
This Sleeveless
Louiseboulanger
Sports Costume
Shows a Skirt
Of Rodier Fabric
And a Gray
Jersey Upper.



III
Jenny Revises the Three-Quarters Coat
In This Wide-Sleeved Fall Ensemble.
The Suit Is Light Beige Cloth.
Trimmed in Dark Beige Shaven Lamb.



IV
Worth Sponsors a Waistline
Much Higher Than Average
In This Yellow Woolflower
Frock. . . The Crepe Coat
Is Lined in Woolflower.

SUITS for traveling, ensembles for college, frocks for September days' shopping, dresses for indoors and outdoors all show the prominence of lightweight worsteds in the stylish wardrobe. Looking forward to chilly days when chic women are back from the beach to take up their town life.

One-piece frocks bear little resemblance to last year's straight up and down. Couturiers, however, are much smarter than to designate the waistline by a single belt or series of belts. Rather, the curves and fullness of the new silhouette identify the normal waistline by suggestion and add girle, belt or sash for good measure.

These same frocks are subtly different from last year's, too, in the way they treat their sleeves and necklines. A cuff may be a very narrow band or it may be some flaring bit of genius that runs clear up to a tight upper arm cap.

As for collars, there is much tendency towards high necks. If not high necks, then at least a pretty single, double or triple collar that sets off the face attractively with its becoming color, its feminine edging or fancy decoration.

As for skirts, the shorter the days the longer grow the skirts. Evening things, for instance, will flirt with the floor in points, trains and in some instances in full-length all around. Skirts, too, are gored, circular or pleated in panels or all around to give a flaring silhouette after the fitted hipline. Hip yokes and knee flounces on princess lines are distinctive fall touches.

For ensembles, the three-quarters coat comes back with renewed dignity and popularity. The coats with these ensembles for early-fall make much of fur, but use it with real discretion.

FLAT furs, including the so-called sports furs such as shaved lamb, chevre, calf, antelope, lapin and so on, are the favorite trim. Long-haired furs seem too heavy for ensemble coats so they are set aside for use on some of the handsome separate fall and winter coats.

The intricate cutting and the manipulation of these ensemble coats is remarkable this season. Flat tucks run all about coats, for decoration merely. There are stitched bands, elaborate strapping and buckling, slot-seaming, inserts in points and scallops and all manner of very fine hand-work in self color that shows not, save by giving a richness that bare material never equals.

For winter coats, or early fall ones, for those who change coats at least four times a year, the silhouette is the big difference. No coat shown amongst these is a straight line seamed on the two sides. Front, back or sides or all three are fitted. And the manner of fitting tells the story of chic. For a fitted coat must have its nipped in line come exactly at the normal waistline or it is all wrong. Placed too high or too low, it spoils the chic of the garment.

Sketched on this page are two topcoats and a

frock that show in detail many of fashion's new whims. Fashioning is liable to be intricate, as the sketches indicate.

I. FOR chilly autumn mornings or for an evening with hubby in the smoking room, Chantal makes these charming pajamas of wool and silk. The jacket of silk has a design of blue and red on a white background. The tie ends which throw over one shoulder are red silk, lined with blue.

The trousers are white with bands of red running up and down in stripes and the belt is of dark-blue. The white silk tuck-in blouse is banded in red.

II. SINCE sleeveless sports frocks have gained such a popularity this summer, Louiseboulanger makes this smart jersey one for college girls.

It is very new in the way the back is fitted over the hips snugly, with rather a high waistline. The front allows the light gray upper to run down like the front vest of a coat. Its skirt is of Rodier fabric, gray flecked with medium blue, and the belt is pale gray edged in blue. The light gray upper is ribbed, with the ribs running across. This is topped by a slip-on cardigan of the skirt's fabric.

III. THIS Jenny ensemble for early fall features the new three-quarters coat. It has very unusual sleeves, much wider than last season's, and original cuffs of shaven lamb. A narrow banding of the fur tops the cuff and runs up the sleeve to the elbow, like a little circular flouncing.

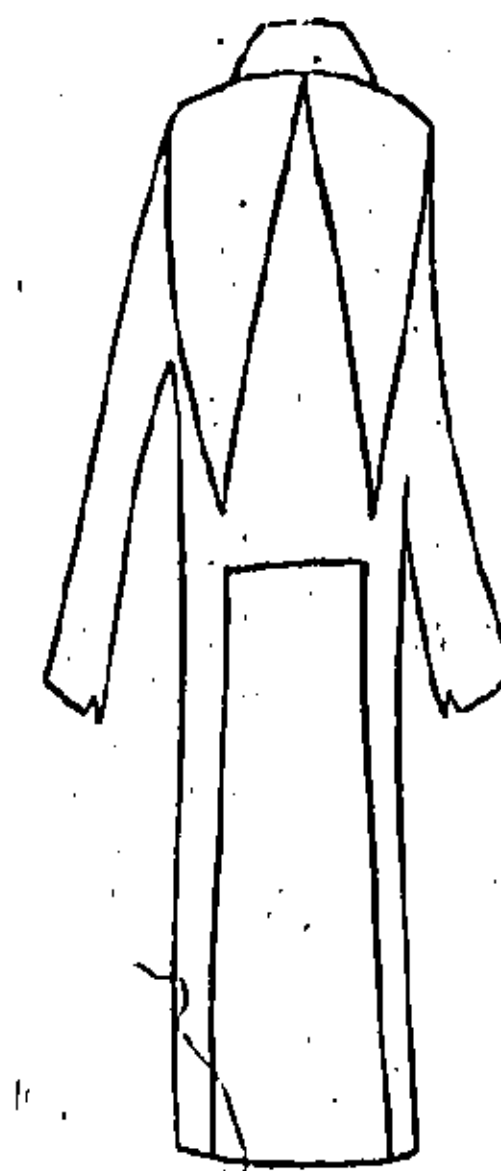
The lamb makes a petite stand-up collar and from each shoulder seam, ties of the lamb throw toward the back. Then they tie and hang below the waistline.

The skirt of this little suit has four big box pleats in front, and from their outer edge a hip-yoke runs around the skirt. A soft little dark beige challie blouse completes the outfit, a little figured, tuck-in affair with a fine pleating up and down the front.

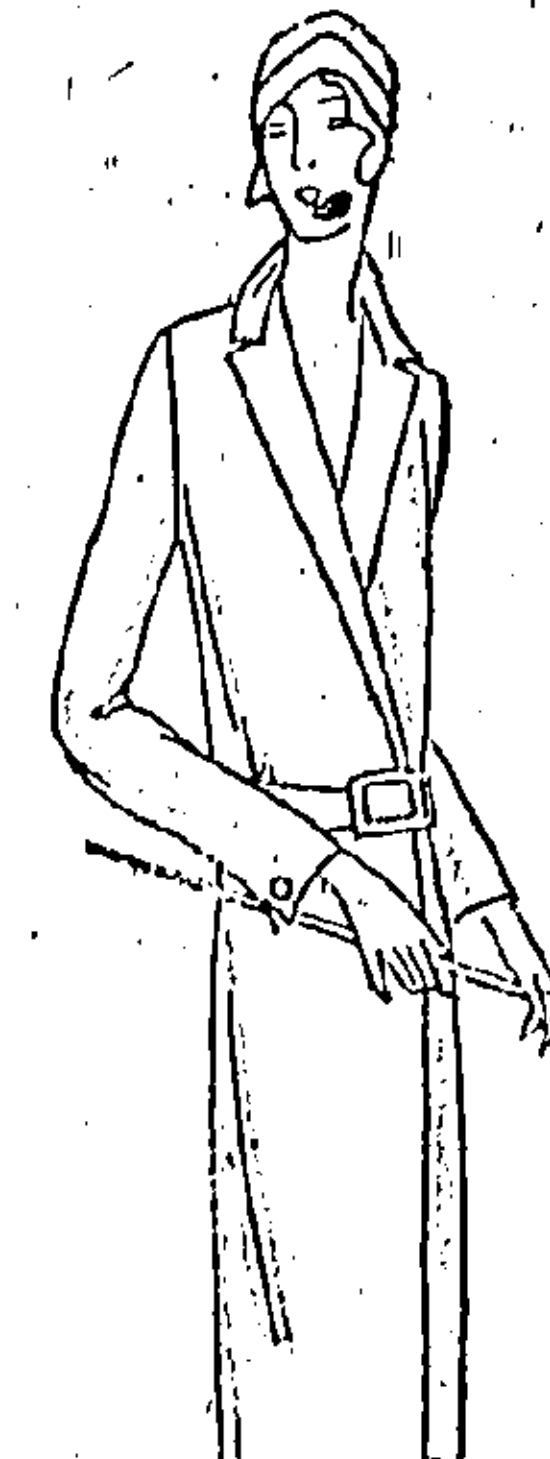
IV. WORTH made this dainty ensemble for Dora Duby, American dancer in Paris. It has yellow painted woolflower for the frock and plain crepe for the coat, lined with the lightweight worsted of the frock.

The frock is very new in the way it is cut, with semi-fitted lines, flaring skirt and a belt of itself around the normal waistline which is marked by the silhouette's nip-in. The skirt's pleats are stitched well below the hipline to give the flare. The flare is all-around, not just in front. The frock is considerably longer than summer's frocks.

The coat of plain black crepe has a somewhat circular cut to its back portion so that it is straight right in front with its sides fitted and its back flaring. It is lined with the frock's print. A black silk purse has gold figures in it to match up with the yellow. The hat is a delightful little felt.



These Sketches
Reveal the Cut
Of a Top Coat
Worth Offers.
It Is Typical
Of the Season's
Artistry.



A White Leather Coat,
Pale Blue Trimmed,
Is Sketched Here
To Accompany a Worth
Frock of Blue Wool.
Blue, Too, Is the
Sleeveless Cardigan.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph

Pictorial Supplement

September 7th, 1929.

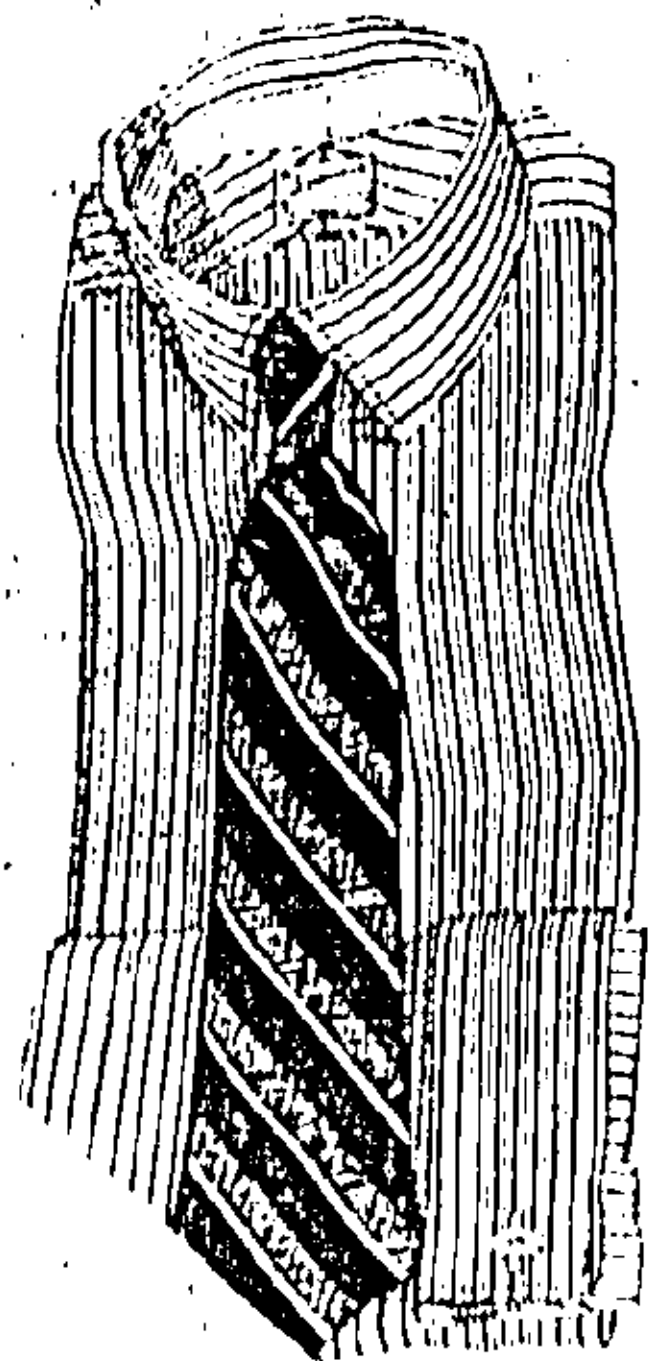
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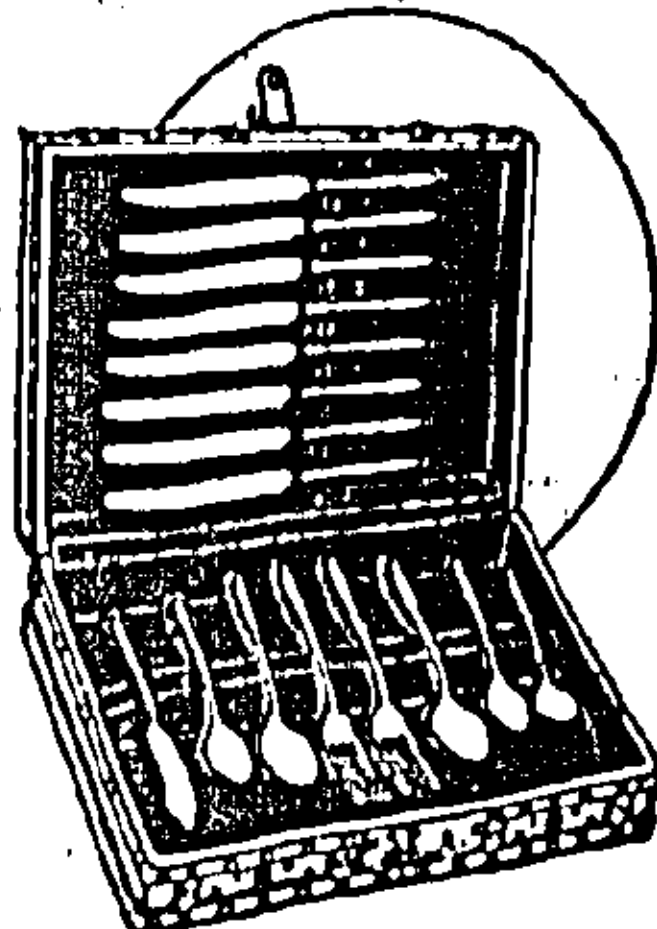
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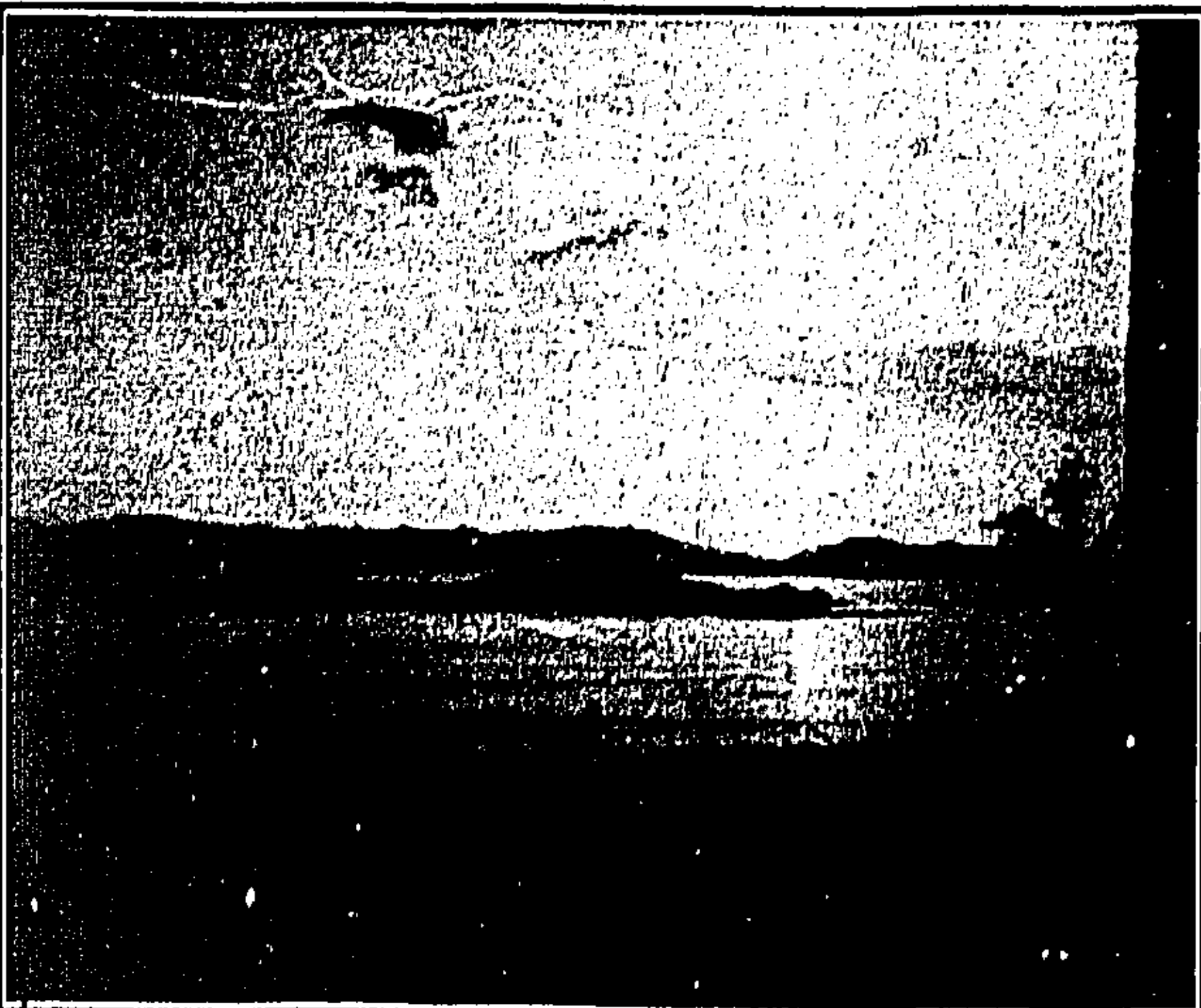
The finals of the Army aquatic championships were swum at the V.R.C. on Saturday last, when some excellent sport was witnessed. Here competitors are shown getting away in one of the events. (Photo: Mee Cheung).



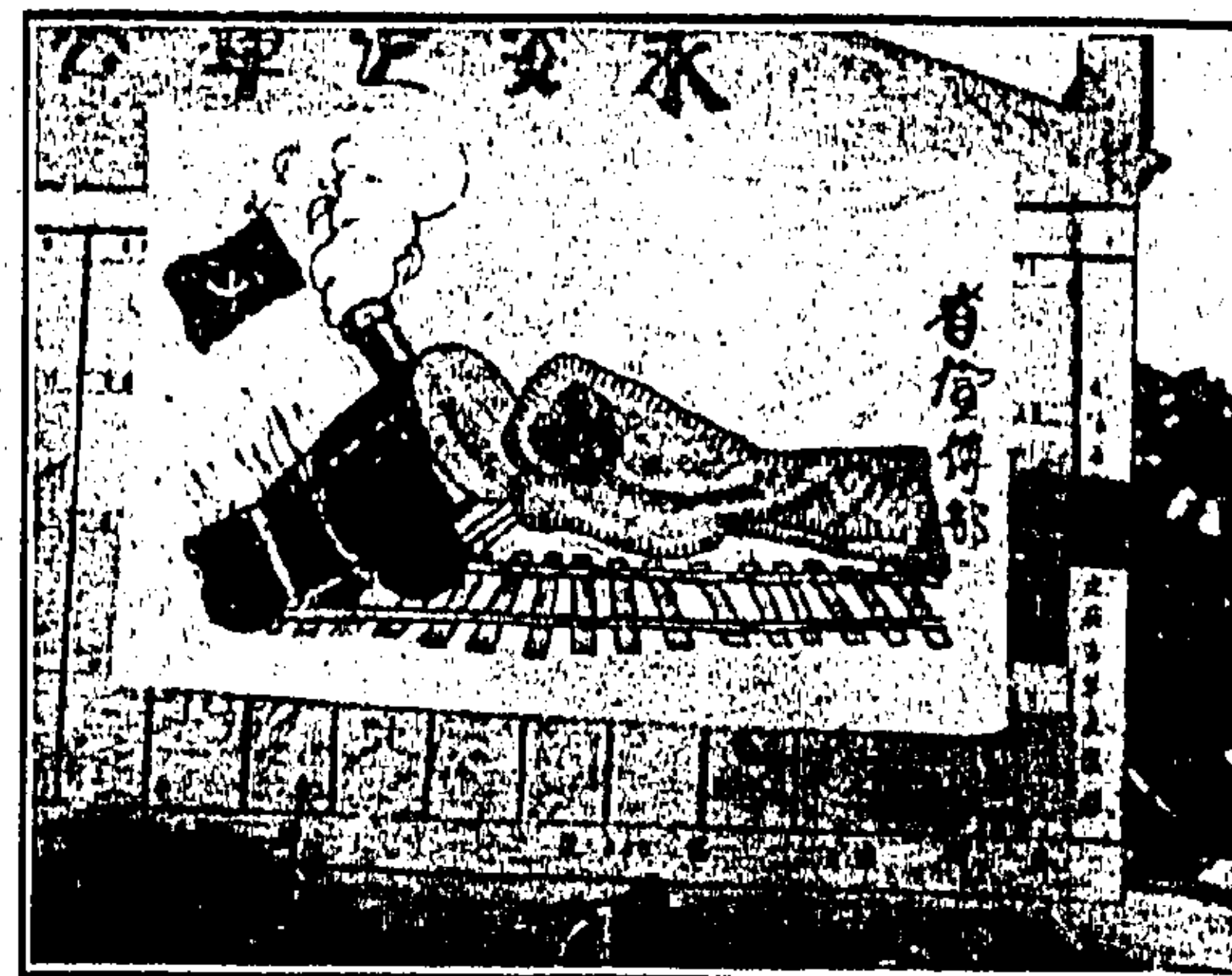
A good action picture of junior swimmers getting off in the Army aquatic sports at the V.R.C. on Saturday. (Photo: Mee Cheung).



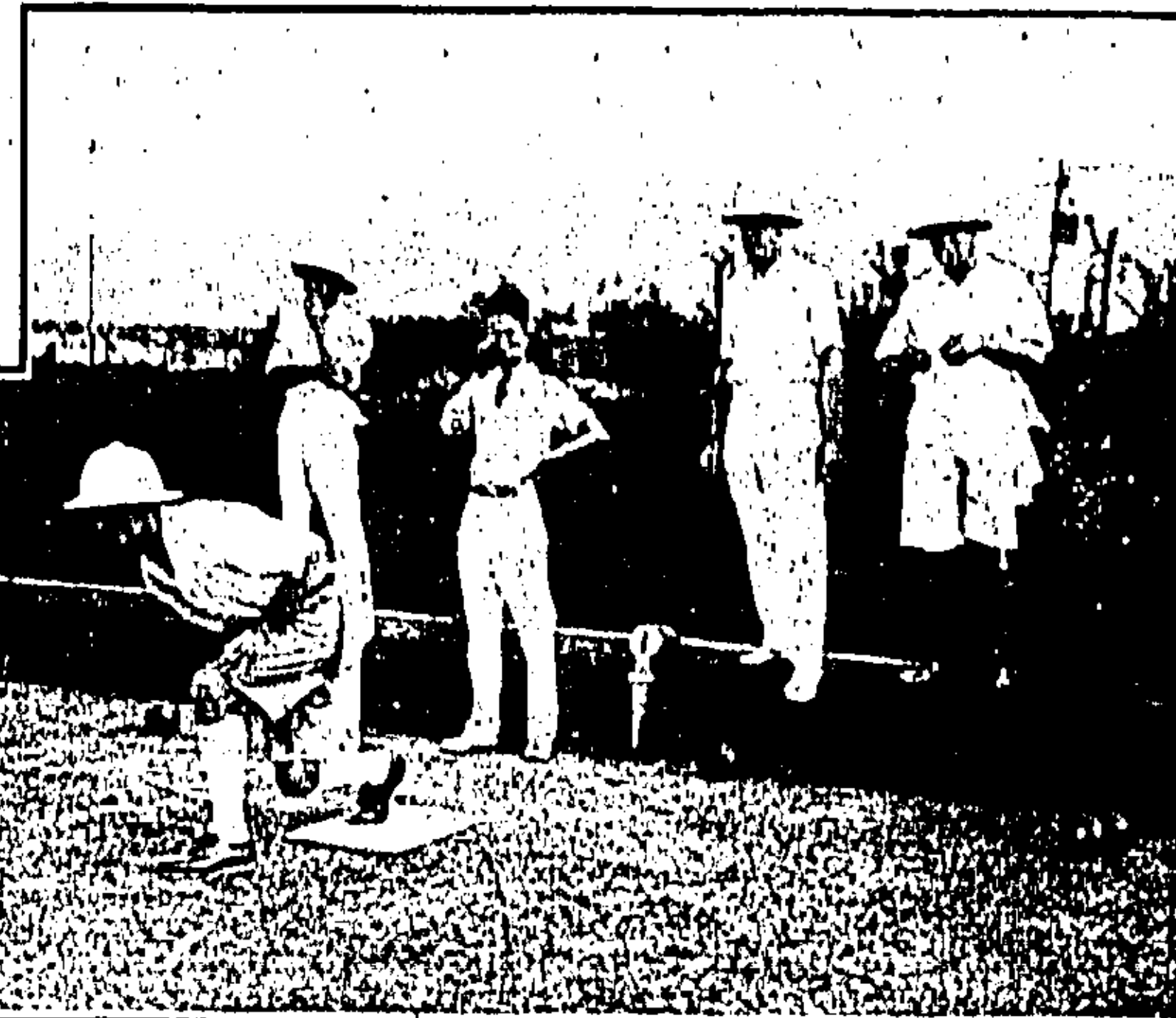
The newcomers to senior baseball, the Kinorns, made a good showing last Saturday, when they defeated the Baseball Club by 16 to 7. Here is a snapshot of the game in progress. (Photo: Mee Cheung).



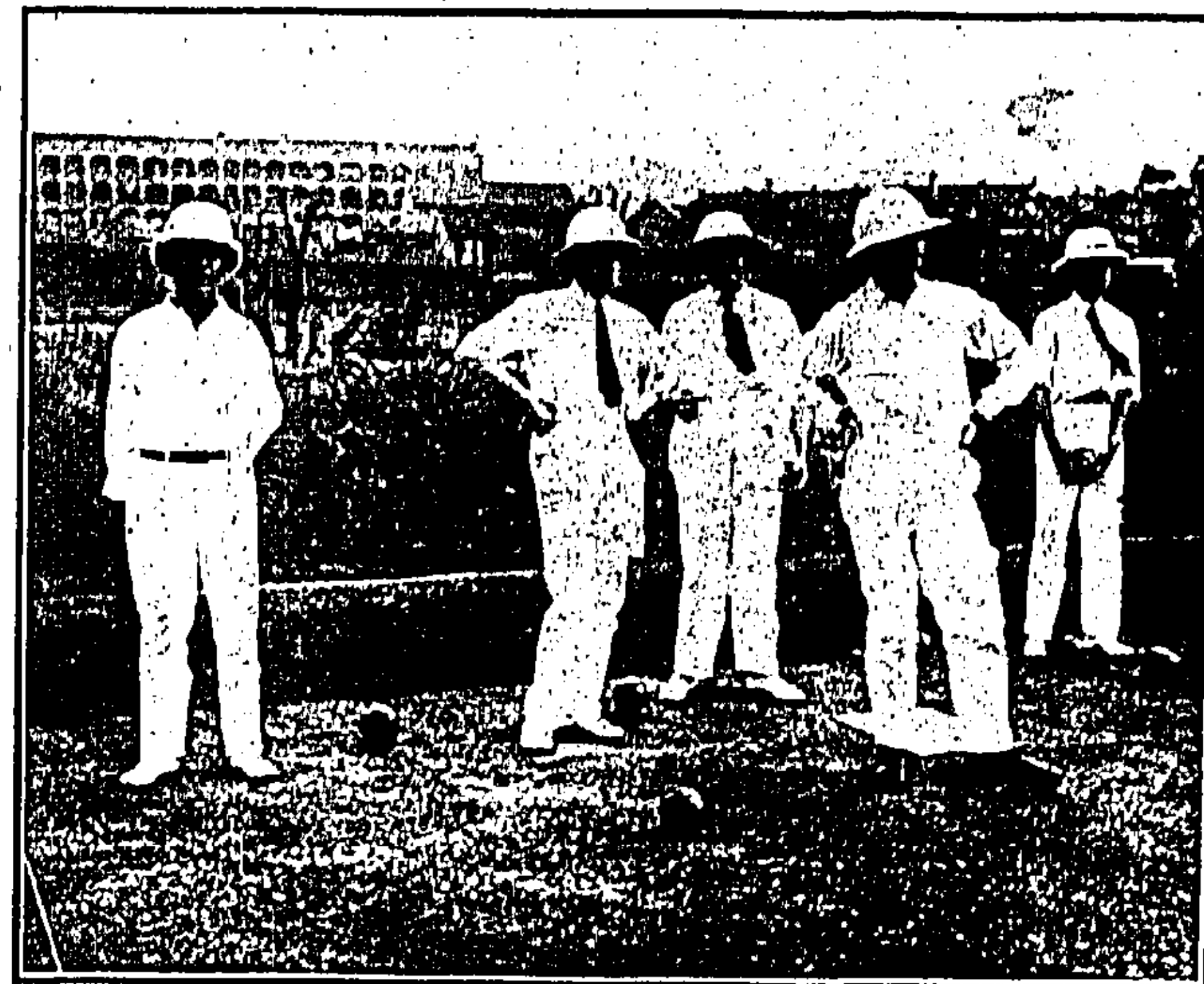
Above is a striking photograph taken at night at the mouth of the Swatow River, showing a vivid flash of lightning.



Above is a typical anti-Russian poster displayed in a street in Canton. It is issued by the Provincial Propaganda Bureau and illustrates China pushing Russians off the C. E. Railway.



Playing at home last Saturday, the Club de Recreio lost to the Bowling Green Club by four points. A Bowling Green player is here seen delivering a wood. (Photo: Mee Cheung).



Here is another photograph taken on the occasion of the match between the Club de Recreio and the Kowloon Bowling Green Club, which latter won by 62 shots to 58. (Photo: Mee Cheung).



Here is a recent photograph of the Assembly Hall at Cheung Chau, where the Islanders hold meetings from time to time.

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INCREASED WIDTH.

Most automobiles now being made have a speed of at least 30 miles an hour. Car speeds and the great volume of traffic now thrown on the roads are exerting a beneficial influence on highway design and construction. In the early days of rural pavement laying many surfaces were built in a width of no more than 16 ft. scarcely room enough for a load of hay and a car. Later an 18-ft. pavement width was adopted by most States with the thought that six yards would surely be adequate for two passing automobiles.

Safety in Twenty Feet.

Recently, however, experience and government tests have demonstrated that in the interest of speed with safety a rapidly travelling car should have a ten-foot lane. Some drivers, of course, should have even more space, but highway authorities are in accord on a 20-ft. width for the ordinary rural road, subjected to fairly heavy traffic.

Illinois, Michigan and Wisconsin are among the States now specifying 20-ft. pavement on well-travelled roads. Twenty per cent. of the mileage of road pavement built on Federal aid projects last year were 20-ft. in

width. New York, particularly, has gone in for even wider rural pavements, with many being built 27, 30 and 40 ft. wide.

Safety is being introduced into pavements through other mediums, such as smooth surfaces, easier curves of a pitch suitable for fairly high speeds, wider shoulders, greater sight distance at curves, better guard rails, better grade crossing facilities, such as underpasses; and better designed highway intersections.

Where traffic is quite heavy streets and roads are, in some instances, being separated at intersections through the elevation of one thoroughfare over the other. The cost of such structures is soon returned through the elimination of congestion.

Traffic Circles Used.

Less expensive but quite suitable arrangements for continuous and safe travel at intersections may be made. Notably in New York and New Jersey, traffic circles, sometimes called rotary intersections, are in service. These consist simply of a circular pavement into which traffic pours from the intersecting highways. This avoids all left-hand turns, one of the greatest contributors to accidents.

Some States are adding two extra lanes to all highways at the intersection. This extra space permits a free flow of cars. Another method is the curved intersection wherein each of the corridors is joined to those adjacent by a curve, cutting off the corner and forming a simple design similar to that on some of grandmother's old comforters.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

CUTTING DOWN ON INTAKE HEAT.

Very likely, when cold weather came on last fall, you increased the hot-air supply to the carburetor of your car or applied more exhaust heat to its hot spot manifold, so that the gasoline would vaporize more completely during the winter. Before driving much in intensely hot weather, you may find it just as necessary to reverse this procedure and cut down the intake heat supply. If an engine loses power, particularly in hard hill climbing, during the hottest part of a torrid day and possibly backfires into the carburetor, when the throttle is suddenly opened, it is presumable that the mixture is receiving too much heat. If there is a "summer heat setting" for the exhaust supply to the carburetor-jack or a special adjustment of the hot spot device, recommended in the manufacturer's manual, it should be topped or if carburetor air temperature is controllable, cold air should be substituted for hot, by rearranging shutters or whatever means is provided. The quality of gasoline being used may be a factor in determining whether such changes are necessary. It should be remembered that the pressure created by the expansion of the charges in the cylinders is the source of the engine's power and the colder the charge is, when it is fired, the greater the rise of its temperature and its consequent expansion will be. Obviously, if the charge enters the cylinders already very hot and partially expanded, its further expansion in the engine, while doing useful work, will be lessened and power development will be reduced. Furthermore, excessive pre-heating may cause vaporization to occur within the carburetor, where fuel should exist in liquid form only, thereby preventing the flow of sufficient un-

vaporized gasoline to supply the demand of the engine and causing backfires and stalling, especially after closed throttle periods.

Fan Belt Tension.
Question—How can I tell if the fan belt on my 1927 car is tight enough to give full effect and still not tight enough to strain anything? The radiator boils at times and I have been laying this to the belt?

Answer: As this belt drives the water-pump as well as the fan, its slipping produces a double effect toward overheating. A V-belt like this should never be taken up so that it is without slack, as unnecessary pressure may be put on the bearings by so doing and it is not necessary in order to insure positive driving. A good rule is to tighten it just enough so that the fan cannot be turned by taking hold of one of its blades and using as much force as one would naturally apply.

Disappointing Gasoline Mileage.
Question—I have a 1928 car which, when I bought it, the dealer guaranteed would run 18 to 21 miles per gallon on long trips, but as a matter of fact, it has never done better than 15 m.p.g. He has tried to improve the mileage for me, but without success. What can you suggest?

Answer: It is unlikely that there is anything wrong with the particular car you have, but the fuel economy of this model did not come up to the claims made for it. A different carburetor has been adopted on this year's cars and better mileage is being secured, we understand. It should be possible for you to install one of these carburetors, with very fair likelihood of obtaining improved gasoline economy.

SUPERSTITIONS WANTED.

I have a premonition
That the state (or the condition)
Of our traffic could be bettered
and made easier for us,
If some inter-day magician
Could prepare a superstition—
Or even two—which motorists
would worship without fuss.
Some won't venture 'neath a
ladder,
But they'd find their lives made
gladder
If they realised it's bad luck, too,
to squash a silent cop;
And whose conduct could be
madder
Or more careless than the gadder
In a car who will not signal us
when he's about to stop.

If we must live on tradition
Let us learn from the logician.
That it's just a form of suicide
to overtake up hills;
While it needs no erudition
to bullfight nor volition
To perceive that mal-adjusted
brakes assist the pace that
kills.

There are menaces in numbers,
Symbols, cuts, days and cucum-
bers,
So if you are superstitious kindly
use them as a goad.
To awake from traffic slumbers;
For you must be pretty dumb or
You would realise that every act
is fateful on the road.



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Its new engineering building, opened last summer, is one of the largest and finest units of its kind in American industry. In it are complete facilities and modern, up-to-date equipment for carrying on the many diversified phases of engineering, research and development work.

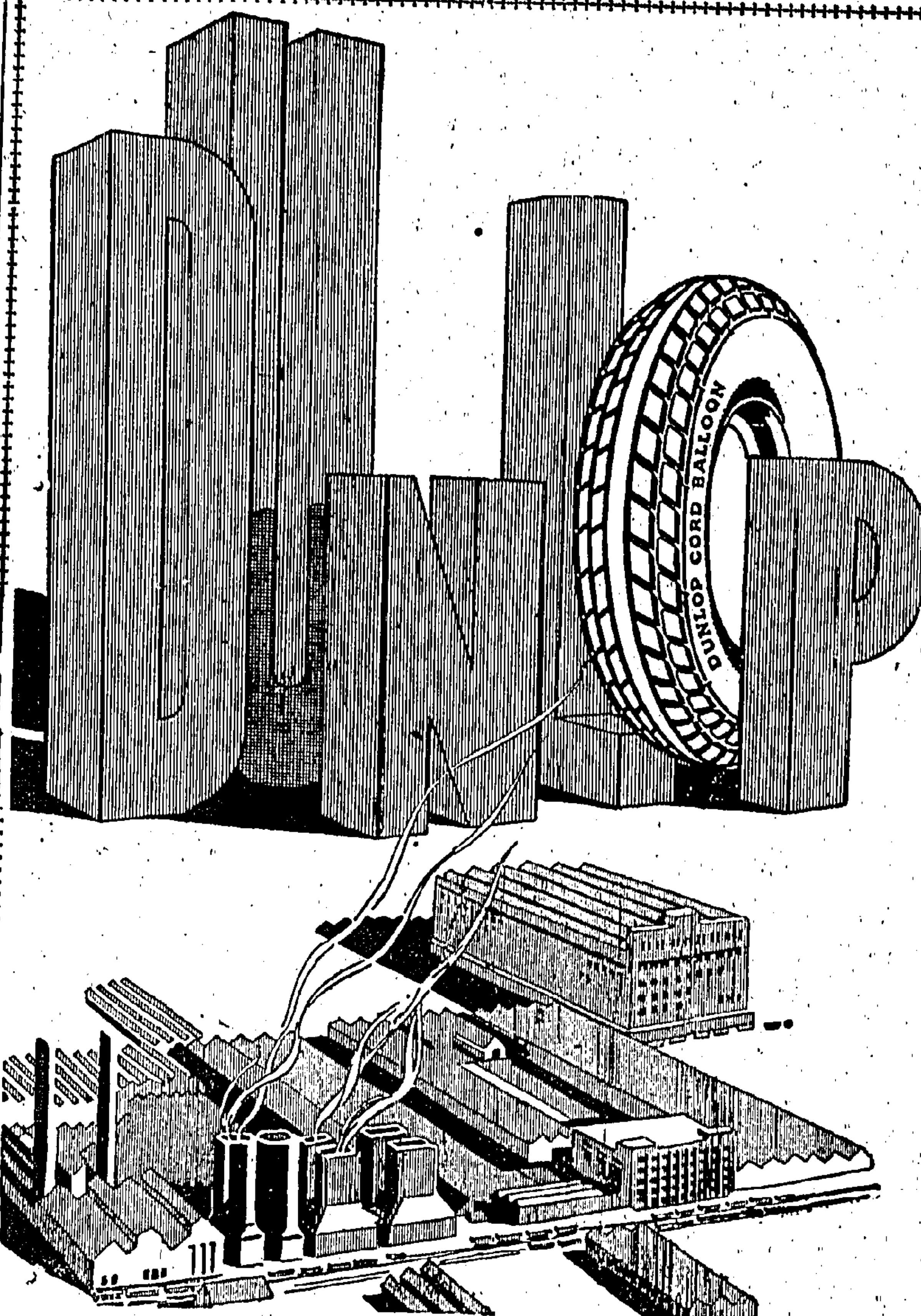
It is practically a complete motor car factory in itself. It can turn out a complete motor car from blueprints or from merely an idea, and turn it out completely designed, engineered, built only after the most thorough tests of every part and parcel used in it for their fitness to be built in a high quality, modern-day motor car.

Infinitely Superior.
Years ago, cars were designed and engineered by one, or a small group of men. They did the entire job, from the development of the power plant to the designing of the body.

To-day, the motor car is the product of the brains and experience of a large group of technical engineers—men who have devoted years of study and research to every branch of engineering science.

No one will question the infinite superiority of the present day scientific methods over those of the past. The present day car makes those advantages immediately apparent.

The Chrysler engineering department has, during the last five years, built up an organization of highly trained, capable and sincere technical men who have contributed many major engineering, metallurgical and research developments to the industry.



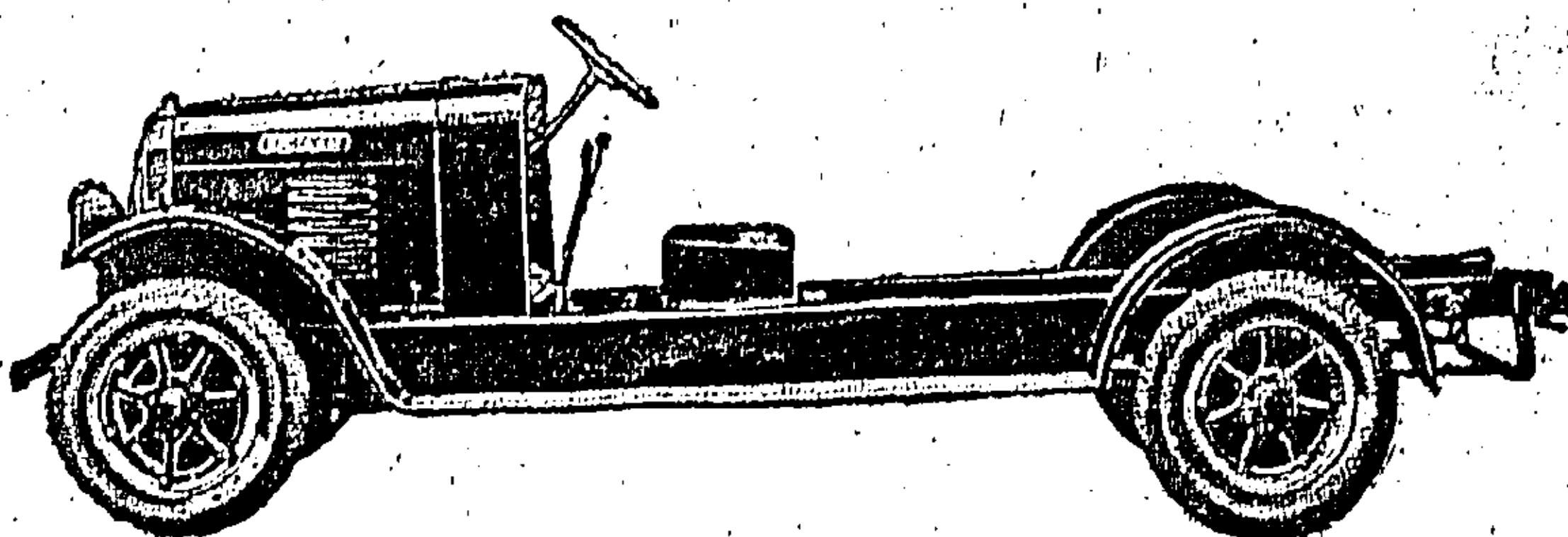
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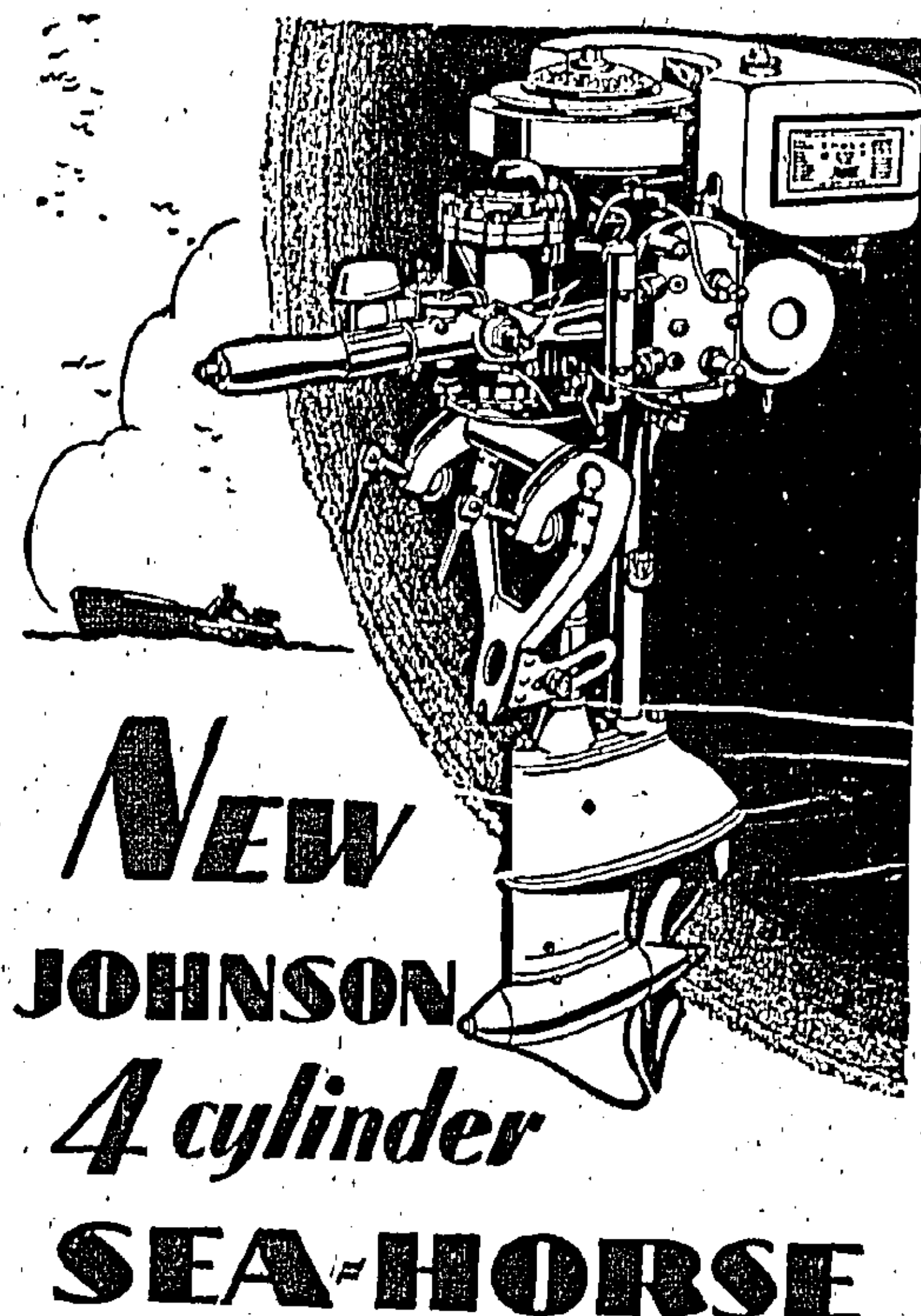
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This powerful motor is so quiet that even at high speeds all the noise heard is the sweetly reassuring whir of smooth-running machinery. The Johnson Underwater Exhaust does away with exhaust noises and exhaust fumes as well.

There are other Johnson Sea-Horses—they range in price from \$115 to \$325 f.o.b. Waukegan, Ill. Easy payments if desired.

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Johnson
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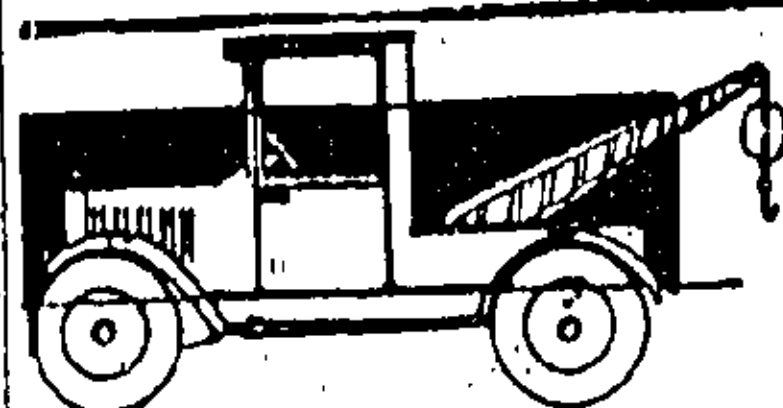
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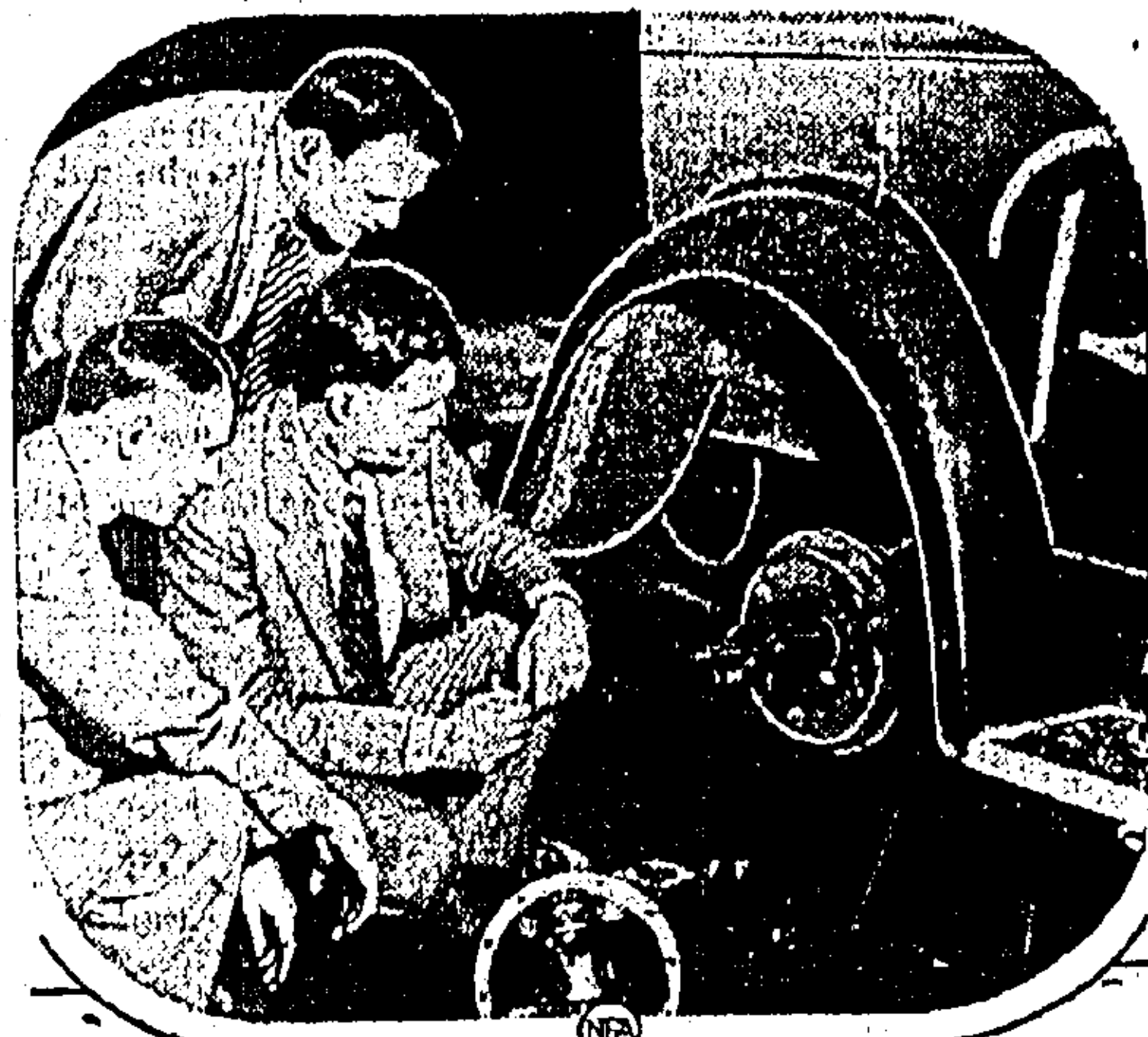
LANE, CRAWFORD, LIMITED.

THE ROOSEVELTS GREAT TEST.

[Special Report to the Hongkong Telegraph.]

Indianapolis, Ind., July 30.—Representatives of the American Automobile Association and engineers of the Marmon Motor Car Company have been inspecting every movable part of an automobile that has been driven for 18 days without a stop to see what happens to the average car that has been in operation a year. For the Roosevelt that ran at the Indianapolis Speedway here for a non-stop record of 440 hours and 30 minutes, has done what any car will do in about a year if driven an average of one hour and 12 minutes a day. Thus engineers have completed an average year's test in two

Stock Car is Used. The car was a straight-eight sedan taken off the regular line by representatives of the A. A. A. It was equipped with two extra wire wheels, tyres, tubes and covers, front and rear bumpers, shock absorbers and trunk rack. Fortunately nothing happened to the tyres throughout the run, or such an accident would have terminated the test. What did end the run was not the fault of the car. A violent wind storm swept the track. The headquarters tent was picked up and deposited back of the pits, debris flew in all directions, roofs were ripped from grandstands and



Refueling on the run was part of the job keeping the Roosevelt going toward its record of 440 hours 30 minutes at Indianapolis. Photo shows engine examiners examining the rear axle for wear.

weeks and a half. Examination of parts and determination of the record established are subject to official confirmation of the American Automobile Association and the International Association of Recognized Automobile Clubs, but preliminary figures and examinations show that the car on test went through the ordeal in better shape than the engineers had anticipated.

the velocity of the wind was so great that it was dangerous for the drivers to risk continuing the event. Many automobile companies had conducted endurance tests of one kind or another to determine the durability of their products. Two of these tests had incorporated the non-stop feature—one lasted less than a day and the other, a coast-to-coast run, lasted 162

TRAVELLING SOME.

The American Motorists' Association has figured that each automobile in the United States travelled about 5,690 miles last year. They reached this figure by division of the gasoline consumed by all cars and getting the average consumption and mileage of each car.

hours. Only a small carbon deposit was found on the piston tops and around the valves.

Wear on the pistons and cylinder walls was slight. The valves are still in good condition, say the inspectors, and so are the bearings, ignition, lubricating and cooling systems.

Unaffected by Vibration.

There is great danger, say automotive engineers, of crystallization of metal parts as a result of constant vibration. The Roosevelt on test had to undergo severe vibrations from the brick speedway, yet there is no indication that crystallization had set in.

The run, in addition was a test of human endurance. A corps of drivers, mechanics, pit men and A. A. A. officials was quartered in tents, with kitchens and sleeping rooms, in the speedway infield. Meals were served on the spot. Officials were on hand all the time. Never did a refueling car leave its base without an A. A. A. man in the seat beside the driver.

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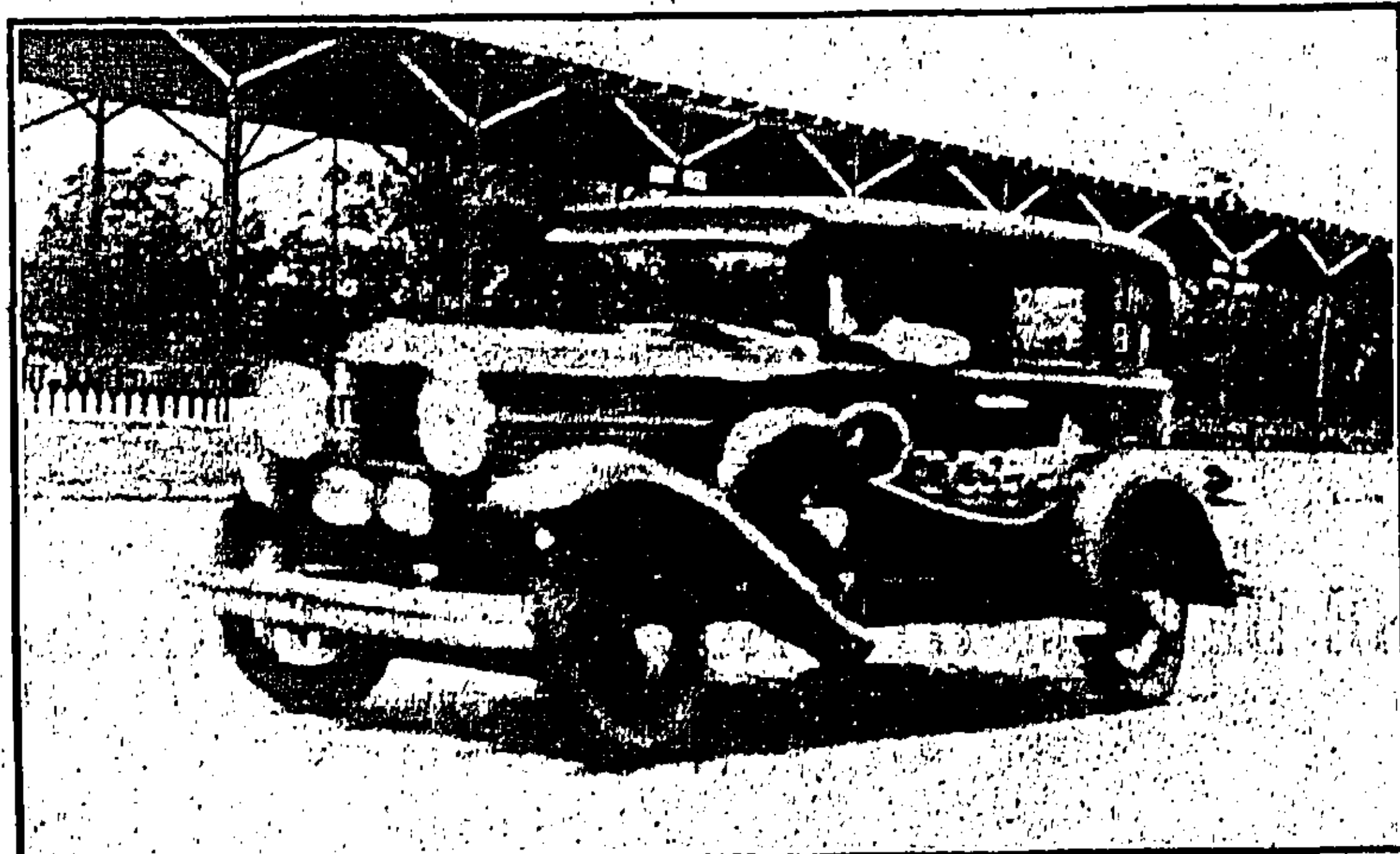
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after the motor Marmon has been building for over two years. Gear shifting reduced easily one half, due to far greater flexibility of the eight. Economy—this Roosevelt eight uses even less gas than other types of equal power. Don't buy anything less than an eight until you have tried the Roosevelt.

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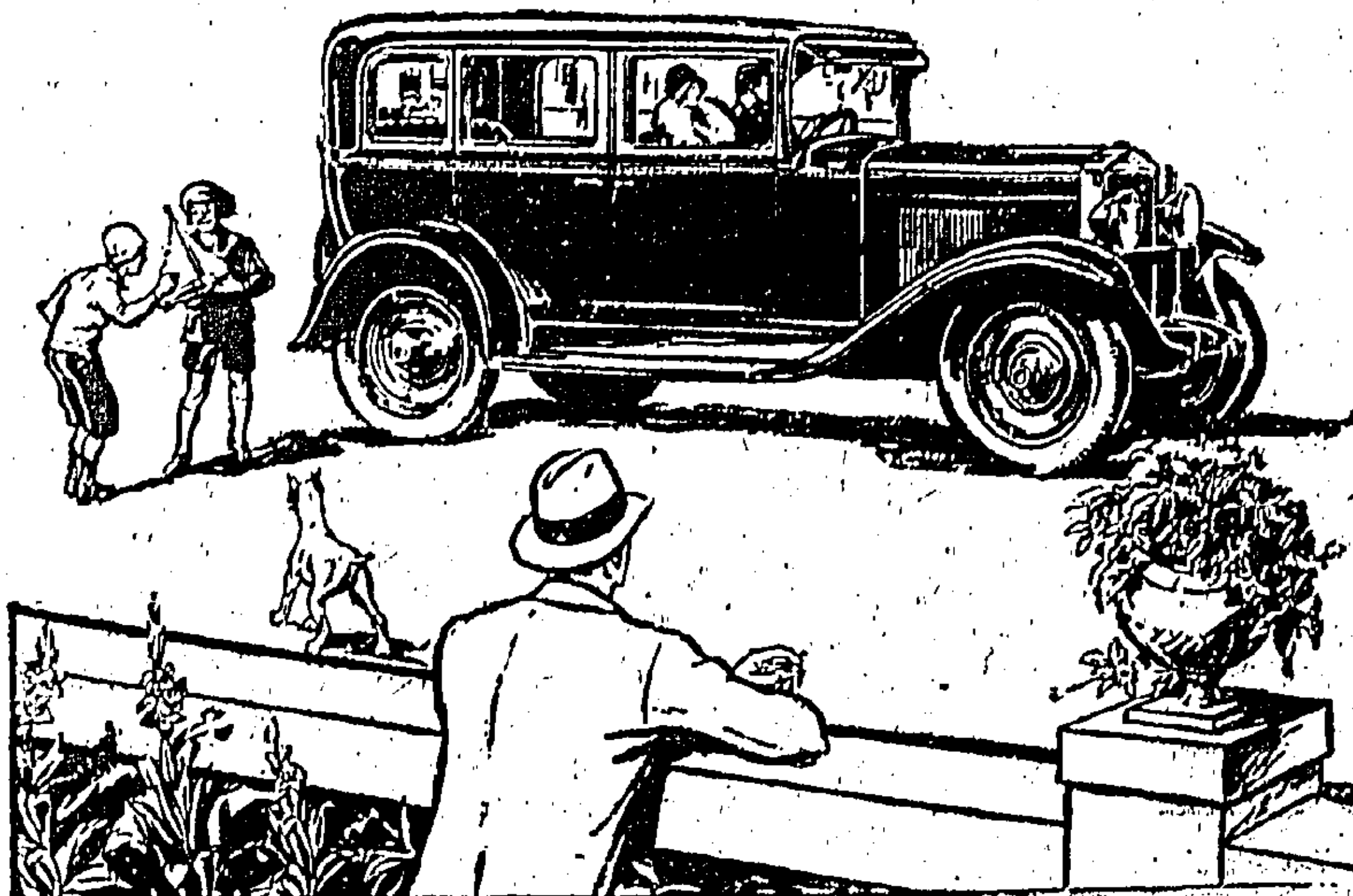
Drivers of the costliest cars who use a New Chevrolet as a "second car" for business, remark on the attention it creates. People pause to admire its sleek and graceful lines—and marvel at its sensational power on hills—its speed—its flashing pick-up—and at the silence of its new valve-in-head motor, that gives 20 miles and better to the gallon.

See this sensational new car which is now on display. You will agree that it is one of the most remarkable accomplishments of all automotive history—especially when you learn that it is in the price range of the four.

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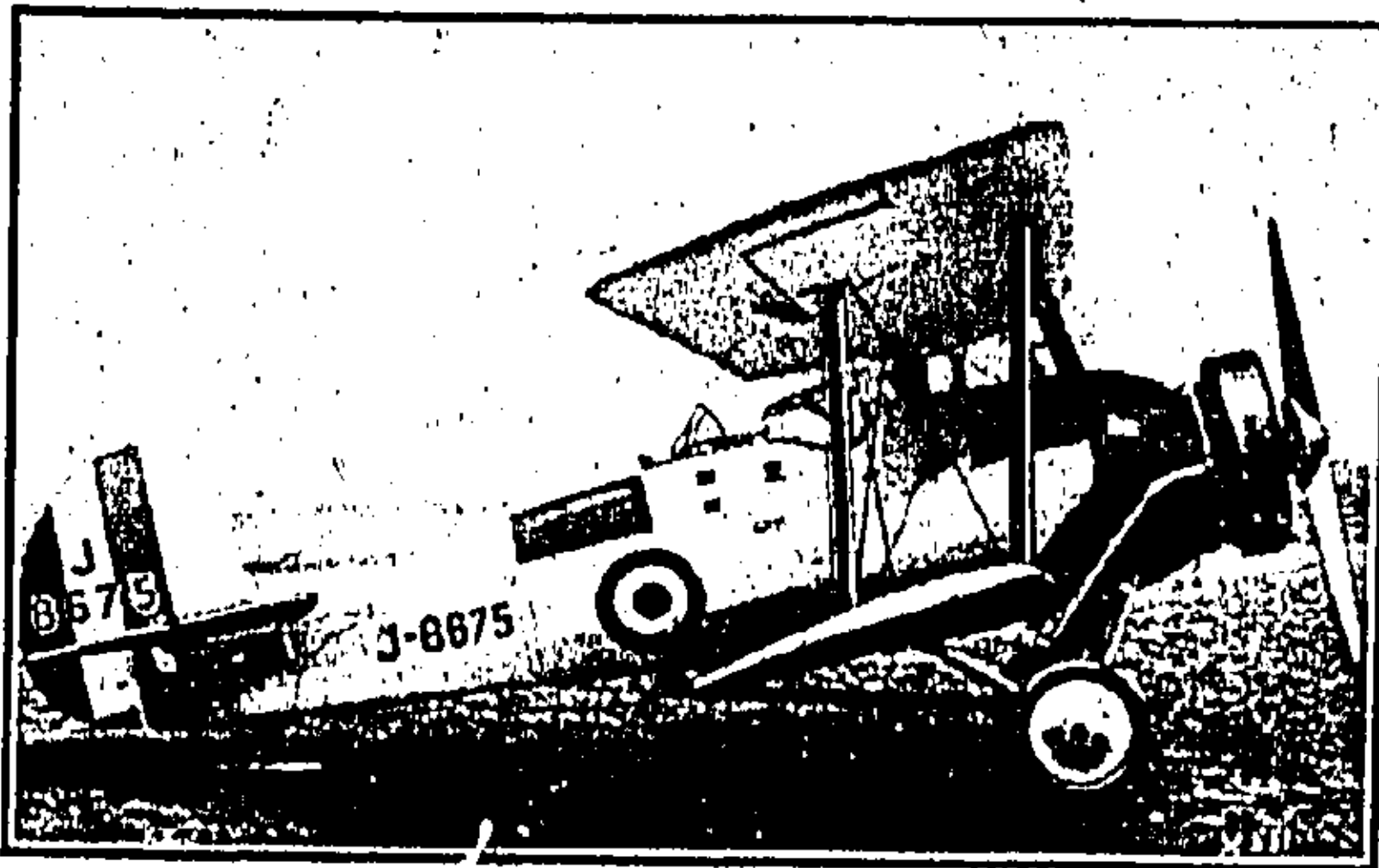
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THE INTERNATIONAL AERO EXHIBITION.

[Exclusive Report to the Hongkong Telegraph.]



The Atlas (Jaguar Engine).

Nine Years of Progress.

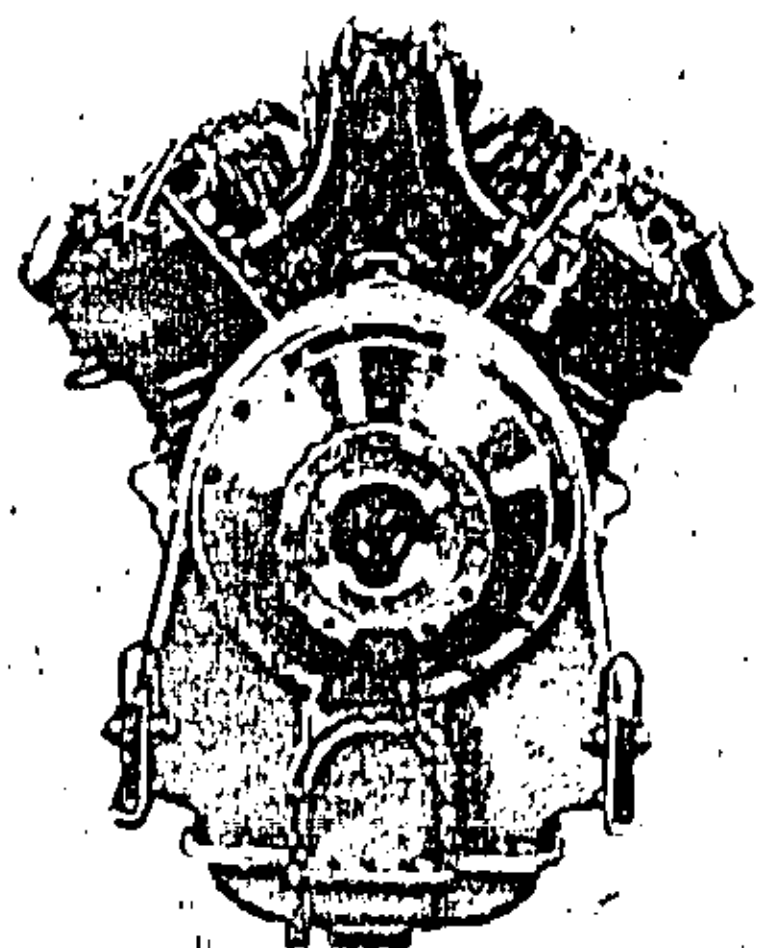
The International Aero Exhibition which was opened in London by the Prince of Wales on July 16th is, at the time of writing, drawing crowds of interested visitors daily. It is without doubt the finest and most representative collection of aircraft and engines that has been got together by any nation up to the present time, and the large number of technical experts from foreign countries who are visiting the Show amply bear this out.

It is nine years since the last exhibition was held at a time when designers were still working very much under the influence of war experience and when the efficiency and reliability of engines was far inferior to today. The interval, too, has seen the gradual adoption of all-metal construction, with wonderful progress in the production of rustless steels and the employment of welding.

Olympia contains a very large number of service aircraft, but it is proposed to deal only with the more outstanding exhibits among the commercial machines and engines in this report as being of more general interest.

Some New Commercial Types.

Among the new large commercial machines the 4-engine Handley Page will be the biggest produced so far in Britain for regular service as a passenger carrier on air routes. The saloon portion of this machine is on view, but it is possible to gain some idea of its size. There is seating accommodation for 40 passengers.



The Sunbeam-Catatan "Sikh" series 111 twelve cylinder engine. View from reduction gear end.

The engine arrangement is noteworthy as all four engine drive tractor airscrews; two are placed immediately under the top plane, as close together as possible, while the two lower engines are mounted on the lower plane far enough out for the propellers to clear the sides of the fuselage.

The Blackburn "Nile," of which the entire hull is on view, is a monoplane-type flying boat designed to meet the requirements of projected Imperial air routes in the East. Three engines are fitted and the aircraft will fly on any two of these. There is accommodation for from 14 to 21 passengers, together with steward's pantry, lavatory and luggage compartment.

The top speed of this very up-to-date machine is 105 knots, while its cruising speed is 87 knots.

A Very Successful Machine.

Of particular interest is the Avro Ten as this is the British-built version of that very successful machine the Fokker F.VII-3m, fitted with three Armstrong Siddeley Lynx engines. It is an 8-passenger monoplane, and travellers have a particularly clear view of the country over which they are passing owing to the large cabin windows and the absence of a lower wing.

The fuselage of this machine is constructed on the well known Fokker principle of tubular steel, with welded joints, braced with steel struts and high tensile steel wire. Side by side seating accommodation is provided for the two pilots in the cockpit and dual controls are fitted. At a total loaded weight not exceeding 10,000 lb. this machine can fly level without loading height, with one engine shut off.

The performance figures for the Avro-Ten with normal full load are, maximum speed 115 m.p.h., cruising speed 100 m.p.h. and range at cruising speed 400 miles.

It is disappointing that it was found impossible to exhibit the Armstrong Whitworth "Argosy" as machines of this type on the London-Paris air route have put up a fine record of service. In 3 years they have completed 7,000 hours and 630,000 flying miles and, fitted with three Jaguar engines, have surpassed all expectations for reliability and low cost of upkeep.

Light Aeroplane Exhibits.

Turning now to the light aeroplane exhibits the D. H. "Hawk Moth" is the late production of the De Havilland Co. It is a saloon machine and has been designed for private or commercial touring. There is accommodation for four: pilot and three passengers, while at the rear there is plenty of room for baggage. The machine with a 240 h.p. geared "Lynx" engine has a top speed of 1,000 of 124 m.p.h.

The Avro Avian 2-seater has won a fine reputation by sheer merit, some of the famous flights already standing to its credit being Mr. Bert Hinkler's Croydon to Australia record in 15½ days and Lt. Mordaunt's flight from England to South Africa in 14 days. It is a tractor biplane with accommodation for pilot and passenger and can be had either as a landplane or a seaplane.

This machine has been supplied to a number of flying clubs in Great Britain and the Dominions while many are being operated by private owners all over the world. It can be fitted with Cirrus, Genet or Genet Major engines, these latter being of a new type which will be referred to later.

A Flying Windmill.

Before passing on to some of the engine exhibits, reference must be made to that thoroughly unorthodox machine, the Cierva "Autogiro." This consists, essentially, of a comparatively normal aeroplane body, undercarriage and control surfaces with the usual lifting surfaces removed. Lift is obtained from four windmill blades which by their rotation, exert lift and carry the machine.

It is claimed that this machine is unshakable and that, in still air, it can descend under full control at any angle between 18 and 87 degrees. The take-off and landing runs respectively are 30 yds. and 10 yds.

Engines for all Purposes.

The progress made in engine design and performance in the last 9 years has been little short of phenomenal and it is a matter for satisfaction that British products are second to none; in fact it is common to find such engines installed in aircraft operating on many leading foreign air lines, which is the best testimony to their performance.

A comprehensive range of their well-known air-cooled radial engines is shown by Armstrong Siddeley Motors, in addition to which further examples are to be found in various individual aircraft in the exhibition including a German Junkers machine.

A newcomer has been added in the form of the Genet Major which is rated at 100 h.p. and, therefore, occupies a position midway between the 80 h.p. Genet and the 160 h.p. Nongosse. The new engine has 6-cylinders and, whilst maintaining an excellent power weight ratio, has been specially designed for economy in running and maintenance costs. The standard Genet is attracting widespread interest on the Continent at the present time owing to the fact that it recently won the East Prussian Flying competition in a BFW-M aeroplane, and was also used in the Fischer machine which set up a world speed class record in Germany.

Technically, Armstrong Siddeley engines possess many interesting features, among which may be noted the patented method of securing the aluminium cylinder head to the steel cylinder barrel, which provides a perfect gastight joint with good thermal contact; the special system of assisting the distribution of gas by means of a fan and, of course, the reduction gearing and supercharging equipment.

Water-Cooled Types.

The water-cooled engines produced by Rolls-Royce Ltd. have been brought to a very high state of efficiency and the latest types, known as the "F" and "H" engines, represent the very last word in development.

The "H" engine were designed with the object of producing a power unit of very low frontal area and light weight for high performance aircraft. This has been successfully accomplished and the "H" series, which have passed all the type tests, can claim to have the smallest frontal area of any engine of their power now in production.

The "H" type is an enlarged edition of the "F" and is almost identical in construction and appearance. Its normal output is 825 h.p. compared with the 450 h.p. of the "F" type. Both are, of course, of the 12-cylinder Vee type.

For Use With Heavy Oil Fuel.

A particularly interesting engine, in view of the great attention now focussed on the Diesel principle, is the Sunbeam-Catatan Compression Ignition engine. Among the advantages of this type are economy in fuel cost, safety, as the heavy oil employed is almost non-inflammable, and reliability. Magneto, sparking plugs and carburettors are dispensed with entirely.

The success of the compression ignition engine depends very largely upon the efficiency of the fuel valve. In the Sunbeam engine a mechanically operated valve is used with most exact timing and this permits high engine speeds to be attained with equal division of work among the six-cylinders. It has a capacity of 8,822 c.c. and develops 100 h.p. at 1,500 r.p.m.

To Assist Navigation.

One of the most difficult problems in aerial navigation is to determine altitude accurately and this is, obviously, a matter of extreme importance particularly when cruising at night, flying in mist or landing in foggy weather.

Therefore, the new Bohm Echo-Altimeter, shown and demonstrated by the Glasgow firm of Kelvin, Bottomley & Barid, is attracting a lot of attention, especially as one of these instruments is used on the "Graf Zeppelin." It consists, fundamentally, of a sound

FORD PRODUCTION.

New Programme Announced.

8,000 CARS DAILY.

Announcement of plans for an increase in production due to the heavy volume of orders being received was made by the Ford Motor Co. in a statement discussing the current building programme.

The manufacturing scheme has been balanced to provide for an output of the entire line of passenger cars and commercial vehicles, which now includes eighteen different automobile types, the recent additions being the chauffeur driven town car, town sedan, sport cabriolet, taxicab, station wagon and the de luxe delivery wagon.

"During March the rate of production was increased to more than 8,000 cars and trucks a day. Total production for March was 181,884 cars, as compared with 125,584 in February.

"The six-day factory week, which went into effect at Dearborn on March 1, has been of great assistance in building up the production scheme and has permitted the development of an expanded programme for the year.

generator, echo receiver and a sensitive time interval measuring device. By means of this apparatus, a sound echo is received from the ground and, instantaneously, the vertical height of the aircraft from the ground is indicated by a streak of light on a scale marked in feet or metres. The ordinary altimeter, of course, working on the aneroid principle, gives the height above the sea level and affords no reliable indication for the safety of a machine when flying over hilly country under adverse weather conditions with bad visibility.

Great strides have been made in the past few years in the development of navigational apparatus and this progress is clearly shown in the collection of historical aero compasses made by this firm and sent by the Admiralty Compass Department, illustrating the development in compass design over the past 20 years.

A very neat dashboard assembly of instruments is shown by S. Smith & Sons. Of course there

ROYAL COMMISSION ON TRANSPORT.

First Report on Control of Road Traffic.

35 M.P.H. FOR MOTOR BUSES.

The Royal Commission on Transport (London) recently issued the First Report on the Control of Traffic on Roads, and announced that in October they hope to issue a report on questions concerning the licensing of public service vehicles and the co-ordination of the various forms of road passenger transport with the object of obtaining the best and most economical public service. The final report to be subsequently published will deal with questions concerning the general co-ordination and development of all available means of transport. It was not the intention of the Commission to present any interim reports, but circumstances have compelled them to adopt this procedure. The Commission says that they cannot sufficiently emphasise the urgency of the question of the control of road traffic. Legislation is greatly overdue and the present statute law on the subject, passed when motor traffic was in its infancy, is obsolete, while many of its provisions are generally disregarded. The Commission observes that the sooner an obsolete law is repealed or amended the better.

The principal recommendations of the Commission are indicated below:—

There should be no general or special speed limits for motor-cars or motor-cycles provided all wheels are fitted with pneumatic tyres.

Motor-omnibuses and coaches, if all wheels are fitted with pneumatic tyres, should be permitted a

maximum speed limit of 35 miles an hour.

Goods vehicles, if not exceeding two and a half tons unladen weight, and if all wheels are fitted with pneumatic tyres, should be allowed a maximum speed limit of 30 miles an hour.

Certain other alterations are recommended in the case of vehicles falling within other categories, such as drawing trailers and having tyres of elastic material, some of which are not pneumatic. These speed limits should be rigorously enforced.

The penalties for dangerous driving should be considerably increased; fines should be raised to a maximum of £50 for a first offence, and £100 for a second or subsequent offence, with imprisonment as an alternative in either case; upon a second or subsequent conviction the licence should be automatically suspended for a period of not less than six months.

In addition to penalties for dangerous driving, there should be a penalty for a minor offence of a definite character which could be enforced. This offence might be called "Failing to observe a road sign," and should apply to failure to observe white lines or to go "dead slow" on approaching a minor road. A £20 penalty is suggested.

The Commission think that the case for compulsory insurance against third-party risk is so strong that an attempt must be made to deal with it, and they quote the New Zealand Act as a model.

SAFETY ON HILLS.

An automatic safety device has been perfected by Lawrence Zamboni of Pasadena, Calif., which is said to eliminate the danger of automobiles backing out of control while on steep grades. The device prevents the drive shaft of a vehicle from moving in one direction. Starts can be made on grades without the usual handling of brakes.

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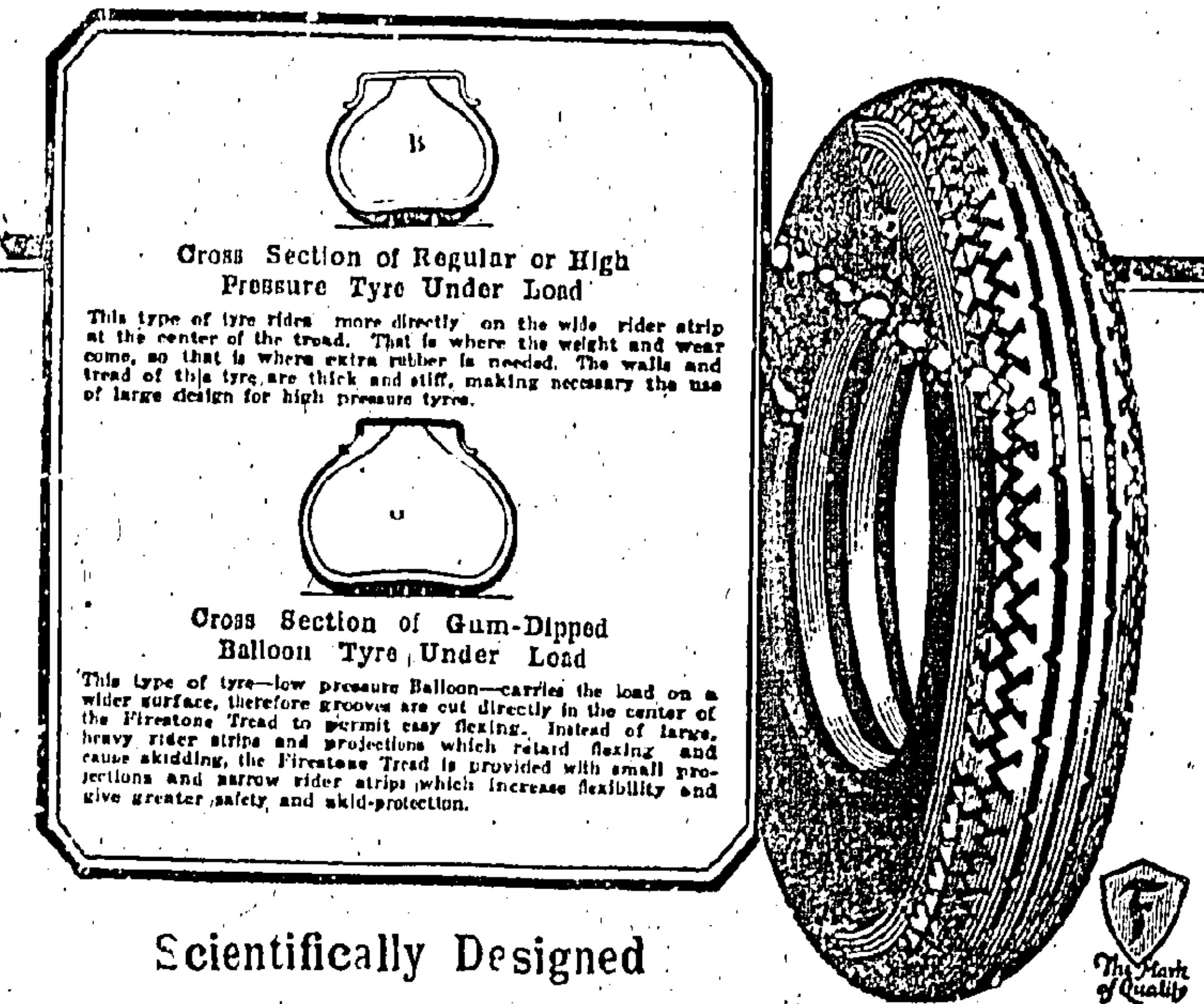
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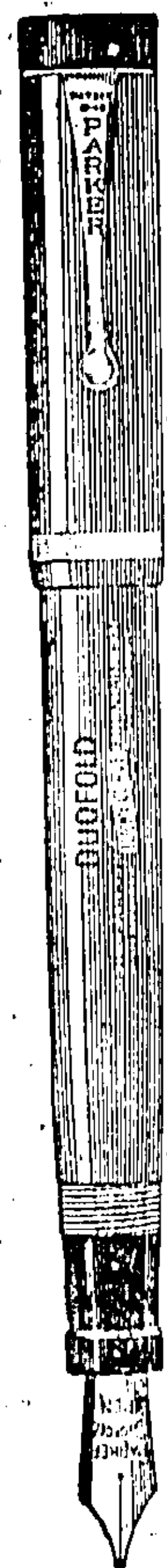
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RAIL AND ROAD TRANSPORT.

ANOTHER COMBINE FORMED.

London, Aug. 1.

The amalgamation of railway and road transport interests continues rapidly. Yesterday an agreement was reached between the London, Midland and Scottish Railway Companies and a group of thirty-six omnibus undertakings covering a large part of the areas served by the two railway companies.

The agreement provides for a mutual development of traffic by rail and road, and arrangements, it is expected, will have been completed by the autumn. The names of the road concerns are not yet made known.

In the group of road transport companies affected there are, however, large holdings by the British Electric Traction Co., Ltd., by Thomas Tilling, Ltd., or by Tilling and British Automobile Traction, Ltd. The railway companies are to acquire a proportion of the shares in the omnibus group, but they will not be shares in the main companies that have been mentioned.

A statement prepared by the two railway companies contains a sentence pointing out that the arrangements do not at present extend to the areas served by the Great Western and the Southern Railways, but that conversations are taking place.

Officials of both the Great Western and the Southern railways expressed surprise that their lines had been included in the announcement made by the L.M.S. and L.N.E.R. companies. The Southern disclaimed knowledge of any relevant conversations, but the General Manager of the Great Western, stated that negotiations are going forward between that company and an important road transport group, which includes the concerns specifically named in the L.M.S. and L.N.E.R. statement.

It appears possible that when the different railway companies have separately concluded arrangements with the road transport firms in their own areas, the four great groups may draw together and co-operate in the administration of the fresh services brought under their direction on the highways.

Within the last week the L.N.E.R. obtained control of United Automobile Services, Ltd., one of the largest motor-coach firms in the country, with a share capital of £750,000; and the L.M.S. and the L.N.E.R. jointly accomplished an important merger with the Scottish Motor Traction Co. only three days ago.

In the south of England, unification of the two forms of transport is almost complete. The Great Western have brought the roads of Devon, Cornwall, and parts of Wales under their supervision, and the Southern have done as much for their area by the formation of the Southern National Omnibus Co.

The Great Western Railway Company yesterday placed with Messrs. Thornycroft and Co., Ltd., an order for 100 four to five seat, commercial motor-chassis for freight transport. The total cost of these will be £100,000.

THE IMMUNITY OF DIPLOMATISTS.

LORD HEWART EXPLAINS ITS EXTENT

London, Aug. 1.

The Lord Chief Justice referred yesterday to the plea of diplomatic privilege. This he declared, did not give immunity from legal liability for any wrongful act, but only exemption from local jurisdiction. In the case in question the plea had not been raised.

The Lord Chief Justice's remarks occurred in the judgment which he delivered in connexion with the special jury action in which Mr. Robert Edmund Dickinson, a bank director, of St. James's-square, S.W., was awarded 2956 damages and costs against Mr. Emilio Del Solar, First Secretary of the Peruvian Legation, for injuries caused by being knocked down in Hyde Park on October 15 last by Mr. Del Solar's motor-car.

The defence was a denial of negligence. Mr. Del Solar had insured his car with the Mobile and General Insurance Company, Ltd., of Calcutta, E.C., and claimed to be indemnified by them. The company, which was joined as a third party in the action, alleged that Mr. Del Solar was under no legal liability to Mr. Dickinson, as he had diplomatic immunity from civil process. They alleged that Mr. Del Solar had taken over the defence of the proceedings and had insisted that the plea of diplomatic immunity should not be raised, thereby prejudicing their interests.

It was stated during the legal arguments that Mr. Del Solar had been expressly forbidden by the Peruvian Minister to plead diplomatic immunity.

Legal Liability. Lord Hewart, giving judgment against the Insurance Company for 2956 and costs, said: In my opinion, diplomatic agents are not, in virtue of their privileges as

MEETING AMERICA'S TRADE CHALLENGE.

CZECH MOTOR FIRM'S RESORT TO RATIONALISATION.

Prague, July 24.

If the invasion of Europe by American enterprise gives cause for alarm it has the advantage of forcing the older nations to take the only possible measure of defence.

A good example of this is shown in Czechoslovakia, where the motor industry is in the process of rationalisation to meet the competition of General Motors.

Till now the policy of the country has been to keep out foreign motor cars by a high tariff wall. This however, ceased to be effective when General Motors purchased the German Opel factory and started to swamp the market with mass production vehicles.

Faced with ruin by the undercutting of its prices the Skoda Company, of Pilsen, decided to spend 100 million crowns (over £200,000) in converting its factory for mass production, with the object of trebling output by 1930. This reorganisation incited the second largest motor manufacturers, the Kolben Danek, to do the same.

To avoid cutting each other's throats, the two enterprises have lately come to an agreement. Each will reserve to itself the make of its own kind of car. Common action will be taken for the purchase of raw material, the production of by-products, installation of machinery, and the equipment of the cars. But the most important rationalising measure is the adoption of a common sales organisation. Czech rivals will have either to join the convention or specialise in luxury and freak types of car.

such, immune from legal liability for any wrongful acts. The accurate statement is, I think, that they are not liable to be sued in the English Courts unless they submit to the jurisdiction.

Diplomatic privilege does not import immunity from legal liability, but only exemption from local jurisdiction. The privilege is the privilege of the Sovereign by whom the diplomatic agent is accredited, and it may be waived with the sanction of the Sovereign or the official superior of the agent.

In the present case, continued his Lordship, the privilege was waived and jurisdiction submitted to by the entry of appearance.

It did not appear to him that there had been any breach by Mr. Del Solar of the conditions of the policy, and the judgment clearly created a legal liability against which the insurance company had agreed to indemnify him. He, therefore, held that the insurance company was liable.

Health & Happiness.



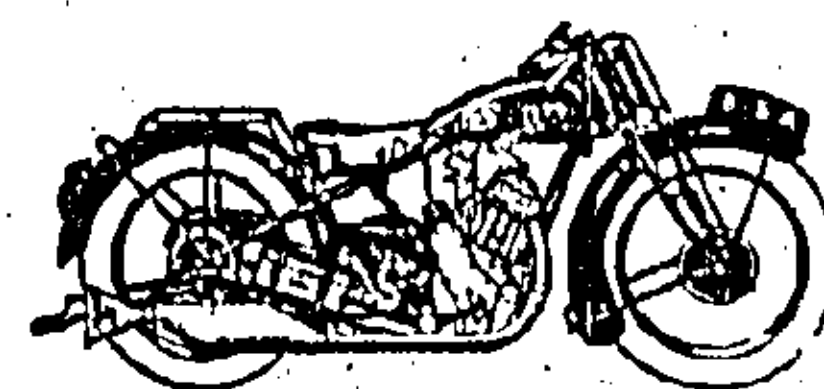
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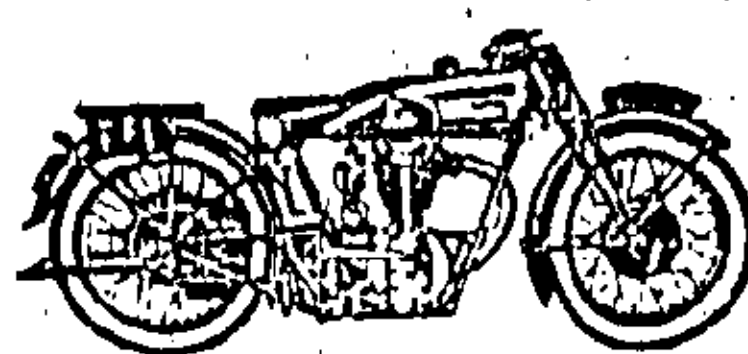
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BRITAIN'S THREE BEST!

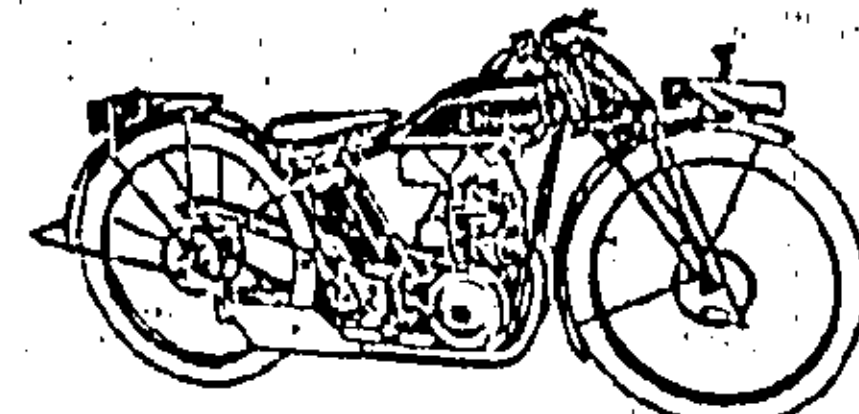
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COLONY'S HIGHER REVENUE.

INCREASE ON FIRST FIVE MONTHS OF YEAR.

EXPENDITURE LOWER.

The Government's financial statement for the month of May this year shows that there was a balance of \$10,230,049 compared with a balance of \$10,364,756 at the end of April. Revenue for May totalled \$1,825,946 and expenditure \$1,959,764.

The revenue under the majority of heads from the beginning of the year to May 31 this year shows an increase as compared with the same period last year.

Licences and internal revenue not otherwise specified show a decrease from \$7,703,787 last year to \$6,666,162 but fees of Court etc. show an increase of over \$600,000 and the Kowloon Canton Railway about \$50,000. Rent of Government property, land and houses has increased by \$45,000 and interest accounts for an increase of \$36,000.

The total revenue for the specified period this year amounts to \$9,955,237, compared with \$9,749,143 last year.

Expenditure Lower.

The total expenditure under all heads up to May 31 this year amounts to \$7,826,822, compared with \$8,190,276 for the corresponding period last year. The actual expenditure during May was \$1,959,754, compared with \$1,777,510 in last year.

Increases are shown in the Education Department, Public Works Department, Sanitary, Medical, Prison and Harbour Departments over the first five months of this year. Decreases are noted under the heads of the Junior Clerical Service, Colonial Secretary's Office, the Imports and Exports Office and the Police Force. Charitable Services show a decrease from \$15,411 last year to \$9,571 this year and the Volunteer Defence Corps from \$42,539 to \$29,536.

LOCAL FOOTBALL.

DRAW FOR FIRST TWO ROUNDS OF LEAGUE.

The draw for the first two rounds of the local Football League season, which opens on Saturday, October 5, was carried out at a meeting of the Hongkong Football League Committee last evening. Amongst those present were Mr. A. W. Eastman (chairman), Mr. W. E. Hollands (Hon. Secretary), Messrs. G. T. May, J. Rodgers and J. S. Shaw.

Eleven teams have been entered for the First Division, and thirteen for the Second, the Hon. Secretary remarking that the list perfectly fits in with last year's with the exception that Ewe from Midweek has gone to the Second Division and St. Joseph's to both the First and Second Divisions instead of the Second Division only.

It was also stated that the K.O.S.B. were leaving in February, and they wanted their fixtures arranged in such a manner that they would be completed before they left. The Hon. Secretary stated that that could be arranged.

Ground facilities have been increased with the Stadium just put up at North Point by the Chinese Athletic Club, enabling a number of fixtures to be played there during the coming season.

The results of the draw, for the first two rounds are as follows:

First Round, Sat. Oct. 5.

DIVISION I.

R. A. v. Police, Sookunpoo ground. Chinese v. Recreation, Stadium. H.K. Club v. Kowloon, Club ground. Somersets v. Navy, Kowloon ground. St. Joseph's v. K.O.S.B., St. Joseph's ground. South China (bye).

DIVISION II.

Eastern v. K.O.S.B., St. Joseph's ground. South China v. Somersets, Caroline Hill. University v. Recreation, Stadium. R. A. v. Kowloon, Sookunpoo ground. Navy v. St. Joseph's, Navy ground. Ewe v. Chinese, Club ground. Club (bye).

Second Round, Sat. Oct. 12.

DIVISION I.

South China v. R.A., Caroline Hill. St. Joseph's v. Kowloon, St. Joseph's ground. Recreation v. Navy, Recreation ground. Somersets v. K.O.S.B., Sookunpoo ground. Chinese v. Club, Stadium. Police (bye).

DIVISION II.

Club v. Somersets, Club ground. Ewe v. South China, Caroline Hill. R. A. v. Navy, Sookunpoo ground. Recreation v. St. Joseph's, Recreation ground. Chinese v. Eastern, Stadium. University v. Kowloon, St. Joseph's ground. K.O.S.B. (bye).

Eastern v. 12th Heavy Battery.

The following players have been chosen to represent the Eastern Football Club in a friendly football game against the 12th Heavy Battery R.A. to-day at 4.30 p.m. at Lyman barracks grounds.—J. P. Silva, Kwan Wa-lam, R. Aycock, Ng Ying-kei, Cheung Yiu-nam, Leung Yung-hung, Lee Bing-tong, O. M. Omar, M. S. Salleh, Lai Ting-choy, M. Sabhan. Reserves: Lo Hoi-ming, Li Yun-yang.

SECRET SERVICE WORK IN MALAYA.

PLOT TO KILL FORMER GOVERNOR.

The current issue of the Malayan Police Magazine contains "Rambler's" Reminiscences, which comprise adventures of a secret service officer in Malaya which it is pointed out, are of instructional value to young police officers as well as of interest to the general reader. Most of the story given below will be new to those who remember the sensational bombing incident at Kuala Lumpur.

"Rambler" writes as follows: On January 23, 1925, a Cantonese woman named Wong Seng sprang a bomb in the office of the Chinese Protectorate, Kuala Lumpur, and injured the Protector.

She was identified as the wife of a political banished from the Colony, and had been despatched from China by the Chinese anarchist party and equipped with bombs with express intent to kill a British Officer in Singapore. She came to Singapore in December, 1924, and had a consultation with local anarchists who decided to kill Sir Laurence Guillemard, then Governor of the Straits Settlements, while he was on tour. To achieve this end Wong Seng followed the tour of His Excellency in Penang and Ipoh but in Kuala Lumpur she missed her trail and eventually made up her mind to kill an official of the Kuala Lumpur Chinese Protectorate instead.

An Overheard Message. It was on January 24, 1925, that "Rambler," who was a man of most inquisitive temperament, overheard by chance a telephone message that Mr. Richards of the Selangor Chinese Protectorate had been bombed by a Chinese woman with bobbed hair. Although he was enjoying the cool breezes on Penang Hill, "Rambler" immediately resumed his rambling, going on to Seremban where, in a Japanese inn, he had his Suki Yaki amidst a series of gossips with other lodgers. He touched on the incident of the Kuala Lumpur bombing case saying that now bobbed-haired women were becoming a danger to society. One of the lodgers said that he had seen a Chinese bobbed-haired woman living at No. 3 Short Street, Singapore. In the meantime the Police at Kuala Lumpur and other places were busy making inquiry and were able to establish that the woman was the wife of a Cantonese who was banished from the Colony on political grounds.

"Rambler" returned to Singapore on January 31, 1925, and under the guidance of superior brains set a ball of inquiry in motion. Inquiry at No. 3 Short Street, a Japanese lodging house, revealed that a Cantonese girl named Leong Soo stayed there, but she had left for Hongkong on January 2, 1925. After her departure her room was occupied by Wong Seng, whose photograph was identified by the inn-keeper. Further inquiry showed that Leong Soo was brought to this lodging house from No. 76 Middle Road—a Chinese school. The head-teacher of this school was interrogated and it transpired that Leong Soo was kept by Leung Man—an anarchist known to the Police and Protectorate. She was sent to Hongkong before the perpetration of this offence to avoid leakage of the secret, as she was thought to be a woman of weak intellect.

Leung Man's vocation at this time was that of a travelling agent of the Nanyang Film Company. Ong U Teng, a partner in the Company and a political banished from Netherlands East Indies, was also an accomplice in the outrage.

Tracking Accomplices.

Inquiry made at the office of the Film Company, roused the suspicion of Ong U Teng that the Police were on the track of the accomplices of Wong Seng. Leung Man was at Muar and Rambler was sent there by train via Malacca to arrest him but Ong U Teng defied a special conveyance to get Leung Man back to Singapore. Rambler reached Muar in the evening and found that Leung Man had left for Singapore in haste. Rambler also hastened back to Singapore and early in the morning in coolie dress and armed with a bogus letter in Chinese addressed to Leung Man, he called at the office of the Film Company pretending that he was sent by a Chinese towkay from Batu Pahat to arrange a film for the coolies of a rubber estate. As soon as one of the employees saw the address he shouted for Leung Man who was in an adjacent room, and thus Rambler was able to lay hands on him. Leung Man, who was an anarchist to the core, refused to say anything except that he was an anarchist. He was imprisoned.

For a few days inquiries brought nothing of interest so our Rambler wandered about Short Street wearing sarong and baju making inquiry from rickshaw pullers for any bobbed-haired woman from a Japanese inn who had used their rickshaws. On the morning of Feb. 7, Rambler as usual started his gossip with the pullers, when one of them mentioned that his rickshaw was hired twice by a Chinese, bobbed-haired girl. Re-

LAHORE SEDITION TRIAL.

PRISONERS MAY BE TRIED THOUGH ABSENT.

HUNGER STRIKING.

Simla, Sept. 6.

Following a renewal of the hunger-strike by those accused in the Lahore conspiracy case, the Government has decided to introduce a Bill on Monday next making special provision for holding a trial without the attendance of a prisoner where the accused's absence from Court arises from his voluntary act.—*Reuter.*

It was reported from Lahore on July 15th that the conspiracy trial had to be abruptly adjourned when it was found that the hunger-striker Dutt had a high temperature and could not be moved into the Court. Dutt declined to be represented by counsel in his absence.

Bagat Singh, who was also hunger-striking, told counsel that he and Dutt refused the special diet permitted.

Fourteen other prisoners had been on hunger-strike for three days, in sympathy with Dutt and Bagat Singh.

fore asking further questions Rambler passed a note of \$5 to the puller who, seeing the money, took Rambler to the photographer where this bobbed-haired girl had her photograph taken in company with a Chinese youth. To the dismay of Rambler the negative had been taken away by them and there was no further link with which to trace them. The puller again took Rambler to another Japanese lodging house and showed him the room to which the girl was once a visitor. Rambler took courage and, entering the room without any ceremony, there saw a Chinese youth named Simon Yapp who was questioned as to the negative he took from the photographer. He produced the photograph which was that of Leong Soo. A search of his room was made and letters sent by Leong Soo from Hongkong were found. A telegram was at once sent to the Hongkong Police, and Leong Soo was brought back to Singapore where she was interrogated.

An Anarchist Party.

During the inquiry it came out that another Cantonese, Lok Ngai Man, was an associate of Wong Seng and that he was hiding himself. From the Northern Settlement news came that he was in Singapore and Rambler had in his head a faint idea of Lok Ngai Man's connexion with a certain shop in Singapore. A money order of five dollars was sent under a false name from Johore addressed to Lok Ngai Man, c/o this shop, with the idea that should Lok Ngai Man be in Singapore, he would visit the Post Office to cash it. Instructions were left with the Post Office to inform the Police when anyone holding the receipt should appear. However, Lok Ngai Man was at this time in China and not in Singapore. The letter addressed to him was sent to China by a friend. Lok Ngai Man returned the money order to his friend to cash it. The friend proceeded to do so whereupon he was detained by the police and a search of his room produced interesting correspondence and group photographs of the members of the Anarchist Party.

Ong U Teng, mentioned above, absconded to Siam just after the

SIMON COMMISSION'S "FAILURE."

INDIAN PRESS HOPES OF NEW SOCIALIST MOVIE.

Calcutta, July 31.

The proposal of Sir Tej Bahadur Sapru that Captain Wedgwood Benn should visit India as a preliminary to the removal of tension between the two countries, is strongly supported in the Indian Press. Sir Tej Bahadur Sapru is one of the bitterest opponents of the Simon Commission, and has frankly confessed his lack of faith in the possibility of the report being any help in the solution of the Indian problem.

The *Amrita Bazar Patrika*, the Nationalist organ, says the Socialist Government by wise and firm dealing with Lord Lloyd, has to some extent regained the confidence of many people who had given them up as hopeless. Urging a round table conference with leading Indian politicians, the *Patrika* says, "The Government must be prepared to recognize the failure of the Simon Commission, and the worthlessness of the Simon report from the standpoint of a peaceful and friendly settlement of the Indian question."

Liberty, the Swaraj organ, says, "The Simon Commission by its constitution and procedure failed utterly to enlist popular support or sympathy. If there were any honesty in British politics and members the Simon Commission should be the first to admit the grievous errors of its Parliamentary sponsors, and admit its incapacity to set India on the road of self-government."

arrest of Leong Man. He returned to Singapore surreptitiously on the eve of 1925 and the day following his arrival Rambler was lucky enough to put his hands on him with the result that he was soon back in China, banished for life.

Poor Wong Seng died an unnatural death in prison whereas "Rambler" still lives on and possesses the same mentality—an inquisitive mind.

Points to be observed by the

novice in this narrative are:— (a) That "Rambler" availed himself of the chance opportunity of gossiping in a Japanese inn in Seremban, and picked up information of much value in the subsequent stages of the inquiry.

(b) That strategy was employed for the arrest of Leung Man by "Rambler" who approached the Film Company as a film hirer, with a letter in Chinese characters addressed to Leung Man. Had he gone to the Film Company with a less plausible tale or as a Police Officer, he would have met with disappointment, and would doubtless have heard the reply "um chai ta tau la."

(c) That patience and persistence were necessary for the discovery of the rickshaw puller, used by the Chinese bobbed-haired woman. This find eventually brought Leung Soo back to Singapore from Hongkong; her statement was of the utmost value.

(d) That strategy was again used to find out the whereabouts of Lok Ngai Man by sending him a money order from Johore. The result established the inaccuracy of the allegation that he was in Singapore, and also proved of much service to the Police by securing group photographs of the members of the Anarchist Party.

In conclusion "Rambler" desires respectfully to draw special attention to the valuable advice of those responsible for directing the investigation; also the co-operation of his superiors and colleagues without which an investigation rarely succeeds.

The Very Idea!

The authorities of the famous Cathedral at Cologne refused admittance to 100 American women students who are touring Europe because they were wearing breeches. They were only admitted after they had got hold of peasant skirts reaching down to their ankles. The incident was taken by the girls with good humour.

(A three-deck aeroplane has just been completed at Lake Constance.)

This three-deck aeroplane makes my heart throb. Ensnared therein I'm fain To squint with huge diadain From the earthbound mob, From my snug cabin, or oftsoons, Drinking local lager in its large saloons. Castles in air have I Oft seen on paper, But not reality. Piled to the pallid sky, A true sky-scraper. Yet, if my castle loops or spins, I shall get out and walk; the earthbound wins.

Wife at Tottenham: My husband is persistently cruel to me.

Husband: Don't I give you all my wages?

Wife: Yes. That is your only good point.

The revival of the opera "Boris Godunov" reminds a *Manchester Guardian* correspondent of an occasion when he heard the original Beecham Company perform the work in Edinburgh.

"It was during the war," he writes, "I was at that time a Tommy, and I found myself in the gallery next a burly naval A.B. We had to stand. He watched the performance for a long time in silence, and then, turning to me, said, 'I say, mate, what's this here all about?'"

"It took a lot of whispering to explain, but eventually he understood. 'Bimey,' he said, 'I thought it was one of them Frenchy revues,' with which sentiment he hitched up his slacks and retired with rather a clatter down the gallery stairs."

Judge Thompson, K.C., at Bow County Court—It is awkward at times to say what you think.

Man to a policeman at Penge—You did not tell me I would be summoned. You said, "Hope for the best."

Highgate Magistrate—Has your husband any means? Wife—I do not know. He goes out at night, and that is suspicious.

Solicitor at Bow County Court—Can you remember what you said to the defendant after the accident? Man—Yes, I have a good idea, but I won't repeat it.

Miss Josephine Callaghan of Los Angeles who has only six-inch stubs for arms recently graduated from a flying school with honours. She has a specially built plane and is said to take loops with a finesse rarely known.

Physical handicaps often force people into achievement greater than that of normal people. They have to prove to their own satisfaction that they can do things. Normal people take it for granted and don't worry about the proof. Some of the happiest people are those with the equivalents of stubs for arms.

In "All Sorts of People," Miss Gladys Storey, a daughter of the late G. A. Storey, R.A., says that Lord Leighton once told the following story against himself.

At a private view at the Academy, Leighton happened to be standing in front of the picture, "And the Sea Gave Up Its Dead"—now in the Tate Gallery—when a lady who had just been introduced to him, and who had expressed her admiration of his work, drew his attention to the picture in question by remarking:

"Isn't that a horrid picture?" "I am sorry you don't like it," said Leighton, "because it is mine."

"You don't mean to say that you have bought it?" she exclaimed. "No," replied the President. "I painted it." "Oh!" gasped the lady "but you really mustn't take any notice of what I say, as I know nothing about art—and I am only repeating what everybody else has been saying."

WATER LEVELS.

FOR WEST, NORTH AND EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

	Sept. 6	Sept. 7
Shubing	10.8	6.3
Taihyuen	5.5	5.3
Shamshu	6.2	5.6
Shelung	2.3	2.7



"I don't think I'd be so broken up if I hadn't sunburned his initials on my shoulder."

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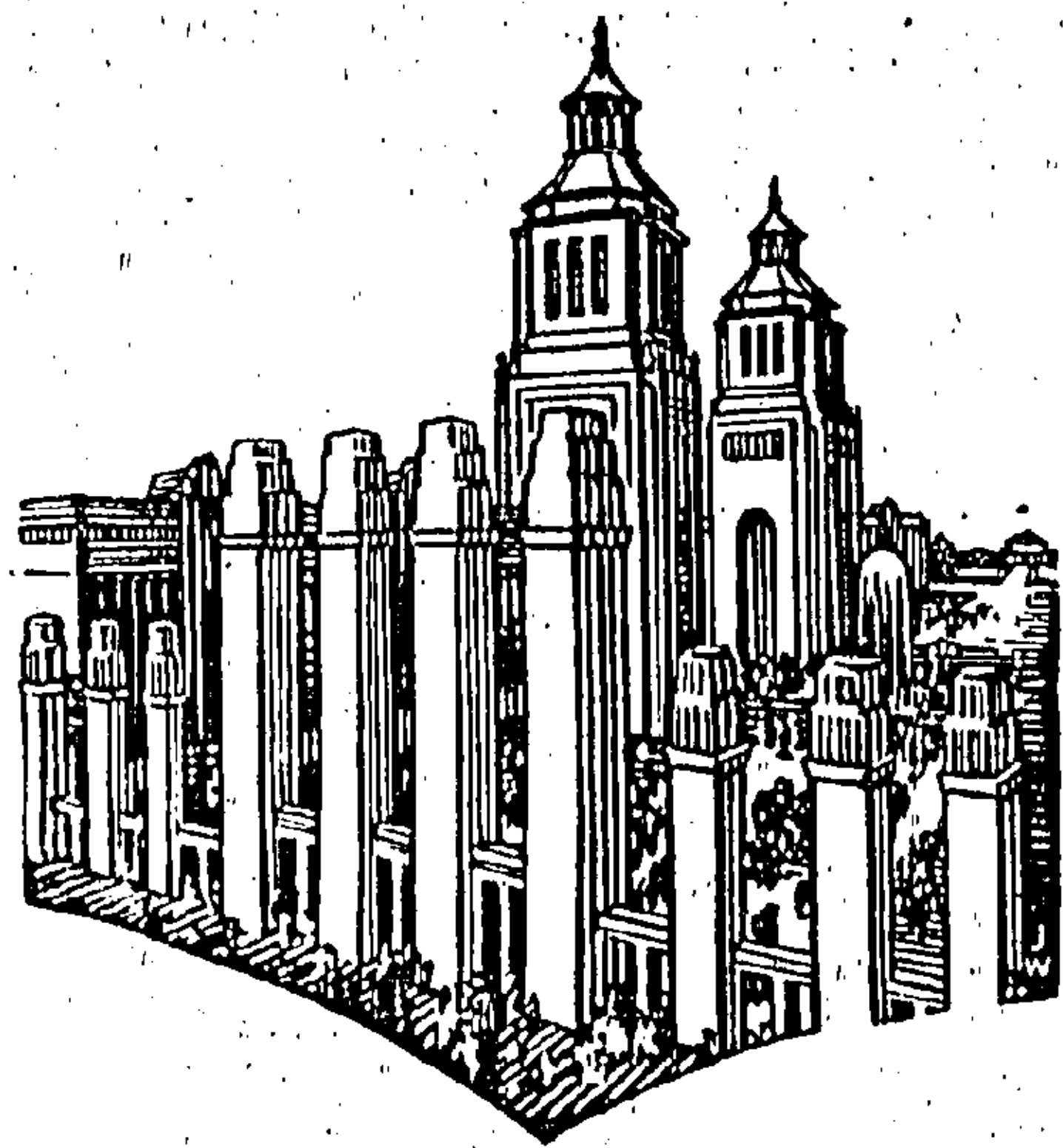
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AT THE MAJESTIC

NATHAN ROAD, KOWLOON.





A TALE UNADORNED

At the North-East Coast Exhibition (England) they have to provide meals for about 30,000 people daily. The only fuel that is used for this vast scheme of cooking and catering is gas.

Similarly, when Messrs. Lyons were entrusted with the whole of the catering for the British Empire Exhibition at Wembley they relied entirely upon gas as the fuel for providing 100,000 meals a day.

The moral needs no pointing; the tale needs no adorning. Obviously a fuel which is used for such great undertakings has unrivalled merits of reliability, speed, suitability and economy.

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ATHLETIC MEET.

SUCCESSFUL OPENING YESTERDAY.

The Athletic Meet under the auspices of the Chinese Athletic Association commenced yesterday afternoon at the Quarry Bay Recreation Ground, a number of Chinese athletes from Canton and Singapore being among the large number of contestants.

The President of the Chinese Athletic Association, Mr. Y. K. Mok, addressed the gathering and thanked all those whose contributions of money or labour had helped to make the meeting a success. He remarked that the C.A.A. was always keen in promoting sport among the younger generation of the Chinese race, and was doing its best to bring about improvements in the near future.

Mr. Aw Boun Hui, who hoisted the flag as a signal for the commencement of the meeting, emphasized the importance of physical development, and said that the members and officials of the C.A.A. in organising this gigantic sport meeting aimed at the stirring up of the interest among the Chinese in improving their sports prowess. He also pointed out that the Chinese athletes were unfortunately at a disadvantage in the Far Eastern Olympics, and it was with the idea of producing more formidable contestants that he was assisting the C.A.A. in every way he could.

Other speakers included Mr. Wong Kwong-tin, Mr. Ho Yu, Mr. Chan Lin-pak and Mr. Yau Kee-cheung. All speeches were made before a microphone.

There was a parade of the officials of the C.A.A. and the various contenders before the commencement of the sports.

The Results.

The full results of the various events were as follows:

Flat Race, 100 metres (first heat) 1. Lam Yik-ying; 2. Fung Kwok-wah; 3. Chen Kang-cho. Time 12 secs. 100 Metres, (second heat) 1. Cheung Koon-sang; 2. Ng Choi-hing; 3. Mak Kwok-tung. Time 11 3/4 secs.

Discus Throw, 1. Ng Tin-ling; 2. Kwok Ying-ming. Distance, 29.1 yards.

Flat Race, 200 metres, (first heat) 1. Cheung Koon-sang; 2. Ng Choi-hing; 25 1/5 secs.

200 metres, (second heat) 1. Lam Yik-ying; 2. Mak Kwok-tung; 3. Fung Kwok-wah. Time 25 2/5 secs.

Flat Race, 1,600 metres, (final) 1. Fung Kwok-wah; 2. Lau Yau-to; 3. Lam Yu. Time 4 mins. 52 2/5 secs.

Long Jump, 1. Mok Hing-kong; (5.9 metres); 2. Cheung Tak-wing (5.76 metres).

Both the team races of 1,500 metres and 800 metres were won by members of the C.A.A., while the contenders of the Fukien Athletic Association came second in the latter event.

The afternoon's events came to a conclusion with the play-off of the volleyball game in which the To Kung Athletic won by 2 to nil against the Lai Yue Association.

Aquatic Events.

The swimming events held last night resulted as follows:

50 Metres, Free Style, First heat—1. Wong Mow-yang, Singapore, (31 secs.); 2. Yeung Man-kit, C.A.A. 3. Chan Wu-yin, C.A.A.

Second heat—1. Leung Siu-man, C.B.C. (29 secs.); 2. Li Chun-yee, Singapore; 3. Wong Lit-kwong, Fukien.

Third heat—1. Wong Wing-fong, C.A.A. (34 1/5th secs.); 2. Choi Chak-lun, C.A.A. 3. Li Tai, Canton.

Fourth heat—1. Kwok Fung-sau, C.A.A. (33 secs.); 2. Tong Lu-fan, Canton; 3. Luk Man-sau, Fukien.

200 Metres, Breast Stroke, First heat—Luk Wing-sik, Canton (3 mins. 25 secs.); 2. Cheung Shu-sang, Singapore.

Second heat—1. Lo Chi-hing, C.A.A. (3 mins. 28 secs.); 2. Chong Sau-kiat, Singapore.

Third heat—Walk over, Chi Tak-wing, C.A.A.

Fourth heat—1. Leung Wing-hon, Canton; 2. Ching Hin-chi, C.A.A.

400 Metres, Free Style, First heat—walk over, Cheung Fung-sui, Singapore.

Second heat—1. Luk Man-sau, Fukien; 2. Leung Shiu-man, C.A.A.

Ladies 100 Metres, Free Style, First heat—1. Chun Yuk-fai, C.A.A. (1 min. 51 2/5th secs.); 2. Wong Shuk-hing, C.A.A.

Second heat—1. Choy Po-chi, C.A.A. (1 min. 53 4/5th secs.); 2. Lo Kwai-chun, C.A.A.

100 Metres, Free Style (open to the Colony), final, 1. Ng Mong-gwan, Singapore (56 4/5th secs.); 2. W. Lawrence, V.R.C. 3. Leung Shu-man.

To-day's Programme:

2.00 p.m., Flat Race 100 m.
2.15 p.m., Pole jump (Final).
2.45 p.m., Flat Race 200 m. (final).

SCHNEIDER CUP.

SEAWORTHINESS TESTS.

London, Sept. 6.
In the glare of electric lights half-naked men were seen toiling in the almost tropical heat all night long at Calshot Air Station. There were engineers and mechanics feverishly preparing the British and Italian Schneider Cup machines in readiness for the tests of their seaworthiness, which started at 7 o'clock.

The seaplanes must taxi so far, take off and alight so many times, and then be moored so long.

A British Disappointment.

Later.
Engineers and mechanics working on the Gloster Napier monoplane Golden Arrow, of which so much was expected, were most disappointed after a night's toil in preparing her for their efforts to overcome the petrol-feeding trouble were fruitless, and she will only be a reserve for the race.

The other British representatives, two Rolls-Royce Super Marines 80 and a Super Marine Napier 55 (the latter mentioned pilot by Lt. D'Arcy Greig) were wheeled out for their trials, followed by the two Italians, Macchi 52 and Macchi 57.

The Italians have only flown one of the new Macchi, and had to effect repairs at night to get Major Bernhardt's machine ready for the trials.

Machines Tested.

Later.
Three British and three Italian machines successfully emerged from their taking-off and alighting tests for the Schneider Cup contest, and are now moored to buoys for a six hours' seaworthiness test.—Reuter.

Chinese boxing Exhibition (C.M.A.)

Basket ball Match.
3.15 p.m., Throwing the discus (Final).

Lion Exhibition (N.M.A.).
3.30 p.m., High hurdle (final).

3.45 p.m., Flat Race 800 m. (Final).
4.00 p.m., Low hurdle (heat).

Volley ball (T.K.A. v. Y.S.A.).
4.15 p.m., Open Team Race 1500 m. (Final).

4.30 p.m., Football Exhibition (C.A.A. v. S.L.I.F.).

Swimming: Water Polo Competition. (Semi-final).
8.00 p.m., 50 metres Free style (Final).

8.15 p.m., 200 metres Breast Stroke (Semi-final).
8.30 p.m., 100 metres Free style (Semi-final).

8.45 p.m., 100 metres Back stroke (heat).

8.00 p.m., 100 metres Free style (open)—final.

Athletic Meet—(2)
9.15 p.m., Fancy dive.

9.45 p.m., 200 metres Free style (final).

10.00 p.m., Team Race (final).
10.20 p.m., Water polo (S'pore team v. T.S.A.).

To-morrow's Finals.

10.00 a.m., Flat Race 100 metres.

10.15 a.m., Throwing the Discus.

10.30 a.m., Flat Race 400 m. (Basket Ball).

11.00 a.m., Hongkong St. John Ambulance Display.

11.45 a.m., Throwing the Javelin (5 events).

12.15 p.m., Flat Race 200 m.

12.30 p.m., High Jump.

1.00-2.00, Interval.

Chinese Boxing Exhibition (S.C.A.A.).

2.00 p.m., Team Race (1600 metres).

Lion Exhibition (N.M.A.).

2.15 p.m., Hop and Step Jump.

2.30 p.m., Flat Race 1500 metres.

2.45 p.m., 800 m. Team Race (Open).

3.00 p.m., Flat Race 10,000 m.

3.30 p.m., Volley Ball.

4.30 p.m., Football Exhibition (C.A.A. v. Navy).

Swimming and Water Polo Competition (Finals).

8.00 p.m., Free Style 50 m.

8.15 p.m., Breast Stroke 200 m.

8.35 p.m., Free Style 100 metres.

8.55 p.m., 400 metres Free Style.

9.00 p.m., Back Stroke 100 m.

9.10 p.m., Ladies Free Style 100 m.

9.30 p.m., Team Race 200 m. (open).

9.30 p.m., Long Distance 1600 m.

10.00 p.m., Water polo.

Monday's Swimming Meet.

1. 50 m. Free Style.

2. 100 m. Fancy Style.

3. 200 m. Free Style.

4. 200 m. Breast Stroke.

5. 100 m. Back Stroke.

6. 300 m. Team Race.

7. 800 m. Free Style.

8. Ladies 100 m. Breast Stroke.

9. Water polo.

LAWN TENNIS.

DRAW FOR THE ATHLETIC MEET OPEN CHAMPIONSHIP.

The following is the draw in the open tennis tournament in connexion with the Athletic Meet, to be played from September 9 to 18:

Singles Championship.

Lim Hong So v. Lu Tak Cheuk.

E. C. Fincher v. G. Bodker.

S. A. Rumjahn v. S. J. Remedios.

H. D. Rumjahn v. H. Lo.

The above play their matches on September 9.

John Lim v. H. Yosida.

T. Honda v. W. Hardy.

M. W. Lo v. W. Bray.

K. L. Ho v. S. E. Green.

The above play their matches on September 10.

Doubles Championship.

S. A. Rumjahn and H. D. Rumjahn.

Bye.

W. Bray and Owen Hughes v. H. Lo and C. Chon.

M. W. Lo and M. K. Lo v. W. Hardy and Richardson.

Lu Tak Cheuk and Chiu Tsun Chiu v. S. J. Remedios and A. V. Gosano.

Lim Hong So and John Lim v. K. L. Ho and Yew Man Kit.

The above play their matches on September 12.

S. E. Green and Bodker v. T. Honda and H. Yosida.

G. W. Savell and C. E. Holmes v. Ng Kam Chuen and Choi Ping Fan.

The above play their matches on September 13.

E. C. Fincher and E. F. Fincher.

Bye.

Any player who is late by ten minutes will lose his match by default. No match can be postponed unless prevented by weather conditions. All matches must be played on the courts of the Chinese Athletic Association North Point Stadium, and will be decided by the best of three sets except in the Semi-Final and Final, where the best of five sets will be necessary. For all matches, new Dunlop tennis balls will be provided.

Hong Doubles.

Only two matches were played in the Hong Doubles tennis tournament at the Hongkong Cricket ground yesterday. C. B. Brown and H. R. Forsyth (Linstead and Davis) beat J. M. Norrie and J. H. Ashworth (Chartered Bank) 6-2, 3-6, 6-2.

In the second match L. C. F. Belamy and V. R. Gordon (Tramway Company) did not complete their tussle with H. J. Armstrong and O. E. C. Marston (Deacons). When the contest was abandoned the score stood at one set all and five games all.

CRICKET LEAGUE.

DIVISION ENTRIES FOR COMING SEASON.

Mr. H. B. Hancock was re-elected President of the Hongkong Cricket League at the annual meeting held in the Sundry Board Room last evening. Mr. W. Brace was elected Vice-President and Mr. W. C. Hung was appointed Hon. Secretary.

Commenting on the report and accounts, the Chairman, Mr. Hancock, pointed out that there was a very satisfactory credit balance of \$891. Lieutenant Maxwell asked if the money was being conserved for any special purpose and the Chairman replied that it was not. When Lieut. Maxwell asked if there was any reason why the subscription should not be reduced, the Chairman said he thought a reduced subscription would be a good proposal, but suggested the discussion should be deferred until a later stage in the meeting. The matter was not referred to again, however.

On the proposal of the Chairman it was again decided to have two divisions. It was announced that the Hongkong Cricket Club second eleven, leaders last year, wished to remain in that division. An Army team was entered for the first division, the Royal Artillery moving into the second division. It was also announced that there would be no second Navy eleven, and that the divisions would be constituted as follows:

First Division—Hongkong Cricket Club, University, Kowloon Cricket Club, Indian Recreation Club, Royal Navy, Chinese Recreation Club, Crutchever, Civil Service and Army.

Second Division—H.K.C.C. 2nd, Indian R.C. 2nd, R.E. and S. C.S.C.C. 2nd, R.A.S.C. 2nd, R.C.C. 2nd, Recreation, University 2nd, C.C.C. 2nd, Police R.C. R.A.O.C. and Royal Artillery.

Mr. Hancock said it was doubtful whether the Hongkong Electric Recreation Club would enter a team owing to a ground difficulty.

Combined League Matches.

Lieutenant Maxwell said the Army would have some difficulty in putting in the same side in every match, owing to camps etc. The result

"Appetisers."

At this time of year, when everybody feels more or less jaded and out-of-sorts, there is a tendency to stimulate the enfeebled appetite by means of cock-tails, 'aperitifs' and unaccustomed foods. The result is that the judicious use of a laxative at intervals is more essential than ever, so that the digestive tract may be cleansed and kept in working order.

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would be, therefore, that a large number of men might play in the first division, leaving none to play in the teams in the second division. He suggested that the rules might be amended to avoid this difficulty.

After some discussion it was decided to leave the matter to the military representatives, the Chairman saying that they knew the feeling of the meeting and would not take advantage of their position.

The meeting approved the following combined League fixtures—

League v. Combined Schools, October 27. C.S.C.C. ground.

League v. Volunteers, December 22. Recreation Ground.

League v. University, P. and P. January 12. University ground.

League v. United Services, January 26. C.C.C. ground.

League v. K.C.C., February 10. K.C.C. ground.

First Division Winners v. The Rest, April 5. Winners' ground.

Second Division Winners v. The Rest, April 5. Winners' ground.



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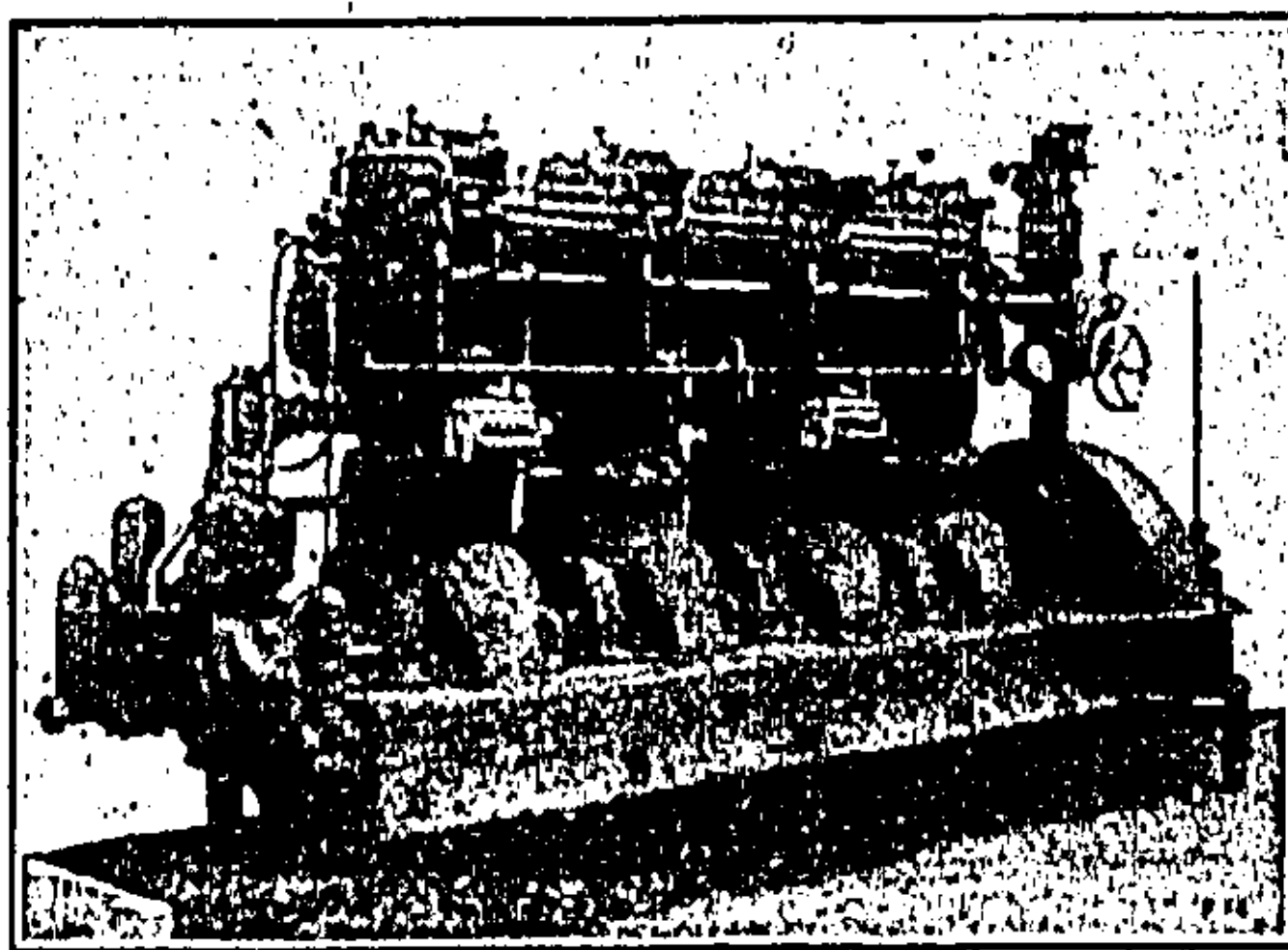
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ROUSING SEND-OFF FOR K.O.S.B. OFFICERS.



Captain and Mrs. Dobbie and the enomble the Master of Napier were given a rousing send-off when they left for Home on severing their connexion with the 2nd Batt. King's Own Scottish Borderers on Wednesday. Above, the car being drawn by men of the Battalion; below the departing officers saying good-bye. (Photos: Ming Yuen Studio).

TWO KILLED IN AIR CRASHES.

PLANES DIVE INTO RIVER AND SEA.

Two R.A.F. plane crashes, in which two men were killed and two injured, occurred in England recently.

The Air Ministry announced that as the result of an accident off Skipton, East Yorkshire, to a Fairey SF machine of No. 207 Bomber Squadron, East-church, two men lost their lives. They were:—

Flying Officer Stanley Frank Prince, the pilot and 363348 Lead-

ing Aircraftman Edward William Buttenshaw.

The bomber fell into the sea during a practice flight.

The number of persons killed in R.A.F. accidents this year now totals 24.

Hundreds Look On.

Before the eyes of hundreds of holiday-makers at Felixstowe, a R.A.F. seaplane, carrying a pilot and a civilian passenger, nosedived into the River Orwell.

The machine, a Fairey 3D seaplane, was piloted by Flying Officer Roy S. Darbishire, the passenger being Mr. E. L. Bragg, a civilian instrument maker in the employ of the R.A.F.

An official of the aerodrome saw the machine get into a spin at about 200 feet.

Next moment the plane dived and the nose was embedded in the river bed.

While fire engines and an ambulance were racing to the spot the licensee of a near-by inn waded out to the wrecked plane and attempted to release the imprisoned men.

Flying Officer Darbishire was able to extricate himself, but it was not until further aid had arrived that Mr. Bragg was released. He was severely cut about the legs and was detained at the Felixstowe Cottage Hospital.

The pilot was removed to the Military Hospital, Colchester, suffering from a broken leg and shock.

ARTS & CRAFTS

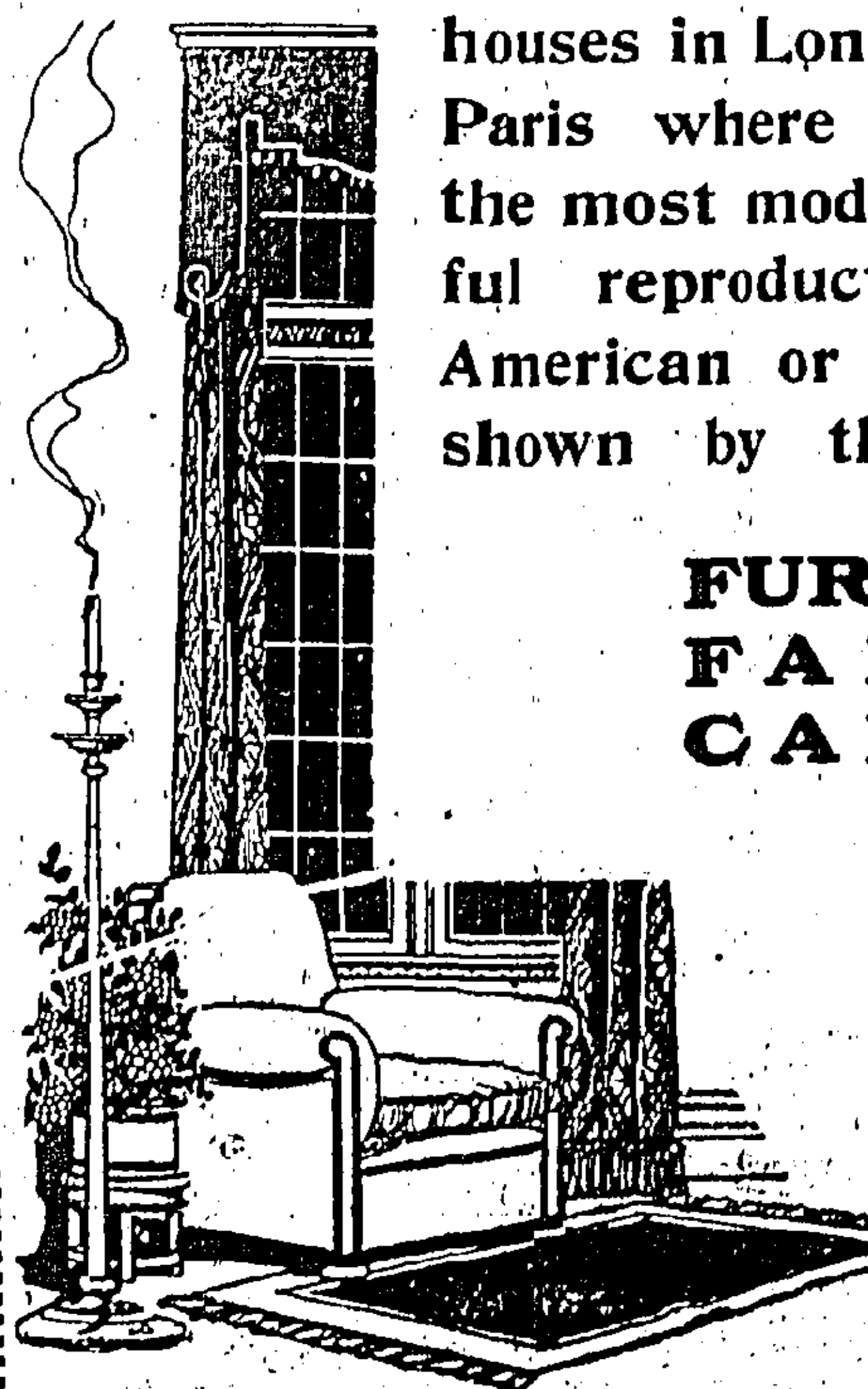
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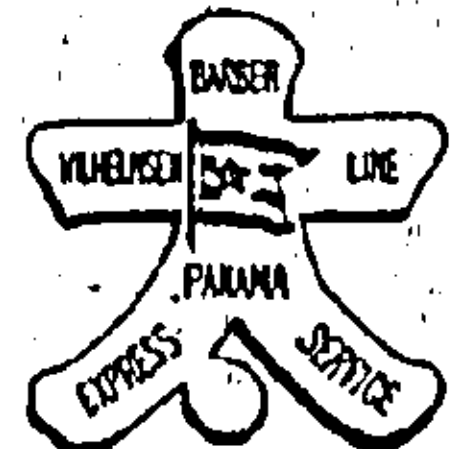
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Kitano Maru	Saturday, 21st Sept	
SYDNEY & MELBOURNE via Manila & Ports.	Tango Maru	Wednesday, 25th Sept
Aki Maru	Wednesday, 23rd Oct	
BOMBAY via Singapore, Penang & Colombo.	Sado Maru	Wednesday, 11th Sept
Tottori Maru	Friday, 27th Sept	
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Rakuyo Maru	Tuesday, 24th Sept
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.	Kanagawa Maru	Tuesday, 24th Sept
NEW YORK, BOSTON, HAVANA via Panama.	Mayohashi Maru	Thursday, 12th Sept
Toba Maru	Sunday, 29th Sept	
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.	Lyons Maru	Friday, 20th Sept
CALCUTTA via Singapore, Penang & Rangoon.	Penang Maru	Sunday, 8th Sept
Muroran Maru	Monday, 16th Sept	
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	Yuensang	Tues. 1st Oct at 10 a.m.
	Suisang	Satur. 12th Oct at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Tues. 10th Sept at noon.
TO SINGAPORE, PENANG & CALCUTTA	Kumsang	Fri 13th Sept at 3 p.m.
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MINISTER ARRESTED.

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Shanghai, Sept. 6.

The Ta Chung News Agency publishes a report from Nanking that Mr. Wang Tseng, the Vice

Minister of Railways, who was arrested on the 1st inst. by order of the Military Councillor's Office, but subsequently released, was re-arrested yesterday, allegedly on the charge of accepting a bribe of \$100,000 in Peking recently.—*Reuter.*

THE DIOCESE OF VICTORIA.

(Continued from Page 2.)

of staff has caused anxiety. Our hospitals have been founded for the double purpose of bringing to those in need the best that modern science can offer, and also of bringing people into direct personal touch with our Lord Jesus Christ in Whom alone is health and salvation.

(6) Church Buildings: In addition to those to which I have already referred, the following Church buildings have been erected:—The Church of Our Saviour, Canton; the Church House, Canton; (for which we still owe \$3,700); All Saints, Ho Mun Tin; (which now has been completely paid for); the Memorial Hall, Pakhoi; and the Gospel Hall, Limchow.

(7) Finance: As regards finance, a Central Endowment Fund for supplementing the salaries of clergy has been initiated—the capital fund now stands at \$20,400. A considerable amount has been raised for building purposes. A Diocesan Board of Finance has been established; and now all money received from the Church Missionary Society (other than that for the stipends of European workers) is handed over en bloc to the Synod for disbursement. We shall have even heavier financial claims in the future than those which meet us now as the Church Missionary Society want the diocese to become responsible for certain portions of work which they in the past have supported. Anything, therefore, that we can do to improve diocesan finance and render our methods of administration more efficient is of first importance. In speaking of finance I cannot pass over in silence the generous bequest of a member of our Church, a widow lady, Mrs. Lai, who has recently left a considerable amount of money (several thousand dollars) in trust for charitable purposes naming as her executors the Secretary and Treasurer of the Standing Committee of the Chung Hwa Sheng Kung Hui.

II.—Present Tasks.

I have spoken of the past decade: I want now to touch upon some present tasks which face us. There are three such to which I wish especially to refer. (1.) The Five Years' Movement.

You will know that the National Christian Council at its last annual meeting held in Hang-chow in May was agreed that the time had come for a Five Years' Programme of evangelisation beginning in January 1930, with the twofold object of cultivating among Christians a deeper knowledge of Christ and of carrying out a vigorous evangelistic programme. Personally, I am sure that the time is ripe for such a movement and I heartily sympathise with the co-operative action suggested. I believe that by action of this kind different communities will be brought closer together and surely none can doubt that in a great formative period in the nation's history such as this the Church of Christ should, with renewed dedication, proclaim the gospel as the only way by which humanity can enter into the fullness of the heritage and the needs and aspirations of the modern world be fully met. But I am sure that if a movement of this kind is not to end in bitter disappointment there must be thorough spiritual preparation. It is not by argument but by

OPTIUM SCANDAL.

CONSULAR OFFICIAL & WIFE IN SHANGHAI.

Shanghai, Sept. 6.
Mr. Kao Ying, the Chinese consular official, his wife and Sun Foon, the principal figures in the recent million dollar opium scandal at San Francisco, arrived here on the Shinyo Maru from America. They were escorted by officials of the Bureau of Foreign Affairs. They proceeded to Nanking this afternoon, where they will be handed over to the Ministry of Justice, pending trial by the Nanking District Court.—*Reuter.*

example that people are drawn to Christ. It is as those who are already Christian become more truly Christlike that those who are not yet Christian will be attracted to Christianity and before extension we need to have our own spiritual life deepened. A great call to consecration comes to us in the anguish and uncertainty of our generation. I would like to suggest that we have a small group appointed to guide us as to how best we can respond to the challenge of this Five Years' Movement.

(2.) Unity. The second subject I wish to refer to is that of unity among Christians. Once in ten years all Bishops of the Anglican Communion throughout the world who are able to do so meet in conference. The meeting next year will last from July 7th to August 9th. For myself, I believe that the most vital question which will be considered is that of Christian unity. The question of the reunion of Christendom is a very large one. We must work at the problem locally with all our powers, but we must remember that all local schemes of unity must be considered in relation to the question as a whole otherwise they will imperil the very cause they are intended to advance. I want to ask your continual prayers for the Lambeth Conference of next year and especially that it may have the gift of divine wisdom in its consideration of this far-reaching question of unity.

(3.) The Division of the Diocese and the Question of the Appointment of an Assistant Bishop. The third matter I want to touch upon is the more local one of the division of the diocese and the question of the appointment of an assistant Bishop. Two suggestions have been made and it is a sign of life that they should have been made, and I want to ask that they be considered with all the thoroughness that the subject demands.

You will remember that at last year's Synod it was suggested that the question of the appointment of an Assistant Bishop should be considered and a Committee was appointed to go into the matter.

One of our District Church Councils has this year suggested that the diocese should be divided. It seems to me that the best way to deal with this whole matter would be for us (1) to receive the report of the Assistant Bishop's Committee without for the moment either adopting or rejecting it, and (2) to appoint a Committee (possibly the old Assistant Bishop Committee with

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FUND NEEDED FOR SOLDIERS' REHABILITATION.

Shanghai, Sept. 6.
Sun Liang-cheng's Kuomintang troops from Shansi are gradually moving into Honan owing to the lack of food supplies in west Tung-kwan.

The War Minister, Lu Chung-lin, in a petition submitted to the Central Disbandment Committee yesterday, requests the Central authorities to remit the Second Army (Kuomintang) \$8,000,000 for repatriation expenses, and also to refund \$18,000,000 advanced by the Second Army Group as compensation grants to the wounded and to the families of the fallen martyrs during the Northern Punitive Expedition.—*Reuter.*

additional members) both to consider the report of the Assistant Bishop Committee and thoroughly to go into this larger question of creating a new diocese which needs such careful consideration in view of all the issues involved. They would report at our next Synod which I would like to suggest might be held say in December 1930 so as to enable me to be present and in person to report the findings of the Lambeth Conference.

Conclusion.

I cannot conclude my address as President of this Synod without referring to two heavy losses which the diocese has sustained during the past twelve months. In November last we lost the Rev. T'sao See Kai, B.A. of Durham University—a worker of outstanding promise and charm from whom we all were hoping great things as a leader in the Chinese Church. He was one who consecrated all his gifts of mind, of body and of personal character to the service of Christ and I would that the bright memory of his life would challenge other young men to devote themselves to the service of Christ's ministry.

In June of this year Miss Nellie Smith in the very prime of her life was suddenly stricken down in Limchow and her body has been laid to rest in Pakhoi cemetery among a people she loved to serve. I think no one could have known Miss Nellie Smith without being impressed with the largeness of her heart, the radiance of her life, and her whole-hearted devotion to our Master. She was full of initiative and of love and left unfulfilled many plans for the spread of Christ's gospel among the people in the large Limchow area.

I cannot refrain also from referring to the death of Sophia Mary Hewitt, wife of the late Warden of St. Stephen's Boys' College. Though it is several years since she was actually in the diocese yet the memory of her life and work will be an inspiration and a challenge to those who know her. For nearly twenty years she served this diocese.

May we all have grace to follow the example of these our brethren. The only thing that really matters is that we have the Spirit of Christ in all our life and work. It is only love that God asks of you and me; not great successful ventures, but just that we should love and go on loving, and be Christlike in all we do.

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*KARMALA	9,128	12th Oct.	M'los, L'don, Hull, R'dm & A'werr
*MIRZAPORE	6,715	16th Oct.	Straits, Colombo & B'bay
*KALYAN	9,144	26th Oct.	M'los, L'don, Hull, R'dm & A'werr

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TALAMBA	8,018	19th Oct.	S'pore, Penang & Calcutta
TAKADA	6,949	31st Oct.	S'pore, Penang & Calcutta
TAKIWA	7,936	8th Nov.	S'pore, Penang & Calcutta
TALMA	10,000	18th Nov.	S'pore, Penang & Calcutta

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NELLORE	6,853	1st Nov.	Island, Townsville, B'ham
TANDA	6,956	29th Nov.	Sydney and Melbourne.

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SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hong-kong (about)	Destination
ST. ALBANS	4,500	10th Sept.	Moji, Kobe, Osaka & Yokohama
MANTUA	10,946	13th Sept.	Shanghai, Moji & Kobe
*MIRZAPORE	6,715	17th Sept.	Shanghai, Moji & Kobe
TILAWA	10,000	19th Sept.	Amoy, Moji, Kobe & Osaka
TALAMBA	8,018	26th Sept.	Amoy, S'hai, Kobe & Osaka
*NELLORE	6,853	27th Sept.	S'hai, Moji, Kobe & Yokohama

*Cargo only.
All dates are approximate and subject to alteration without notice.
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Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
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THE POST OFFICE.

FORBES RUSSELL CO.

LARGE REVENUE PRODUCER DURING PAST YEAR.

The annual report of the Postmaster General for 1928, shows that the number of mail receptacles of Hongkong origin despatched during that year was 35,517 as compared with 35,117 in 1927 and the number received 45,202 as compared with 43,638 in the previous year.

Receptacles in transit, including those to and from British and foreign men-of-war numbered 175,492 as against 194,200 in 1927. During the year 5,936 steamers carrying mails arrived and 6,782 left.

The number of registered articles handed in was 806,980 and the number of insured letters 17,430. The number of parcels, ordinary and insured, was 423,880.

The total revenue from the postal service was \$304,679.48, an increase on the previous year of \$97,429.35, and the balance of revenue over expenditure \$406,414.96.

Money Order Division.

The combined total of the year's transactions on Money Orders and British Postal Orders shows a slight increase over that of the previous year. The value of the money orders issued was £51,296.121 and of British Postal Orders £3,989.14.8. The total transactions of the division amounted to £126,539.17.7 as compared with £126,090.2.10 in 1927.

The registered articles delivered amounted to 219,203 of which 102,604 were from the United States of America and Canada and 116,599 from China and other countries showing a decrease of 25,554 as compared with 244,817 in 1927.

4,439 insured letters were dealt with as against 5,296 in 1927.

The total number of Chinese private boxes for which licences were issued during the year was 321, a decrease of 10 as compared with 331 in 1927.

The licences of 27 Chinese Postal Hongs were renewed showing an increase of 1 as compared with 26 in 1927.

CLEVER COMEDIES TO BE PRODUCED.

The Forbes Russell Comedy Company are arriving in Hongkong on board the P. and O. s.s. Mantua on Thursday, September 12, and will open their season at the Theatre Royal the same evening with Capt. Harry Graham's comedy "By Candle Light." It is said to be one of the most charming light comedies seen in London for years. The story centres around the gallant adventures of a Baron who becomes his own man's man in order to help him in an amateur originated over the telephone in his master's absence. The delicate entanglements which follow are remarkably funny.

On Saturday, the 14th, "Her Cardboard Lover" will be staged. Mmes. Jacques Duval is the author, and Mr. P.G. Woodhouse, the novelist, has helped to adapt the comedy for the English stage. If the comedy was cleverly written in the first instance it is certain that "P.G." has not failed to make the most of it in the translation. His popular creation Archie as a prototype in Andre Salomon as "The Cardboard Lover." The play, which is adapted from the French, is a singularly clever type of modern comedy. The action throughout is rapid and the wheels of progress are, as it were, plentifully oiled with brilliant dialogue.

On Tuesday, the 17th, "The Patsy" will be staged. "Timon" of The Teller says: "The Patsy" is slick and well balanced. The curtains are good and the laughs plentiful. You don't need to be too easily amused to find the evening passing quickly and pleasantly. What more can one demand in the name of entertainment! And if you keep a book of jokes, the wise cracks are worth remembering.

Other plays to be produced during the season include "The Second Mrs. Tanqueray," "The March Hares," and "Good Morning, Bill!" the latter being another by P.G. Woodhouse.

The plans are on a monthly basis.
Paris, Sept. 6.
M. Clemenceau's condition is quite satisfactory, and he has resumed his normal occupations.
—Havas.

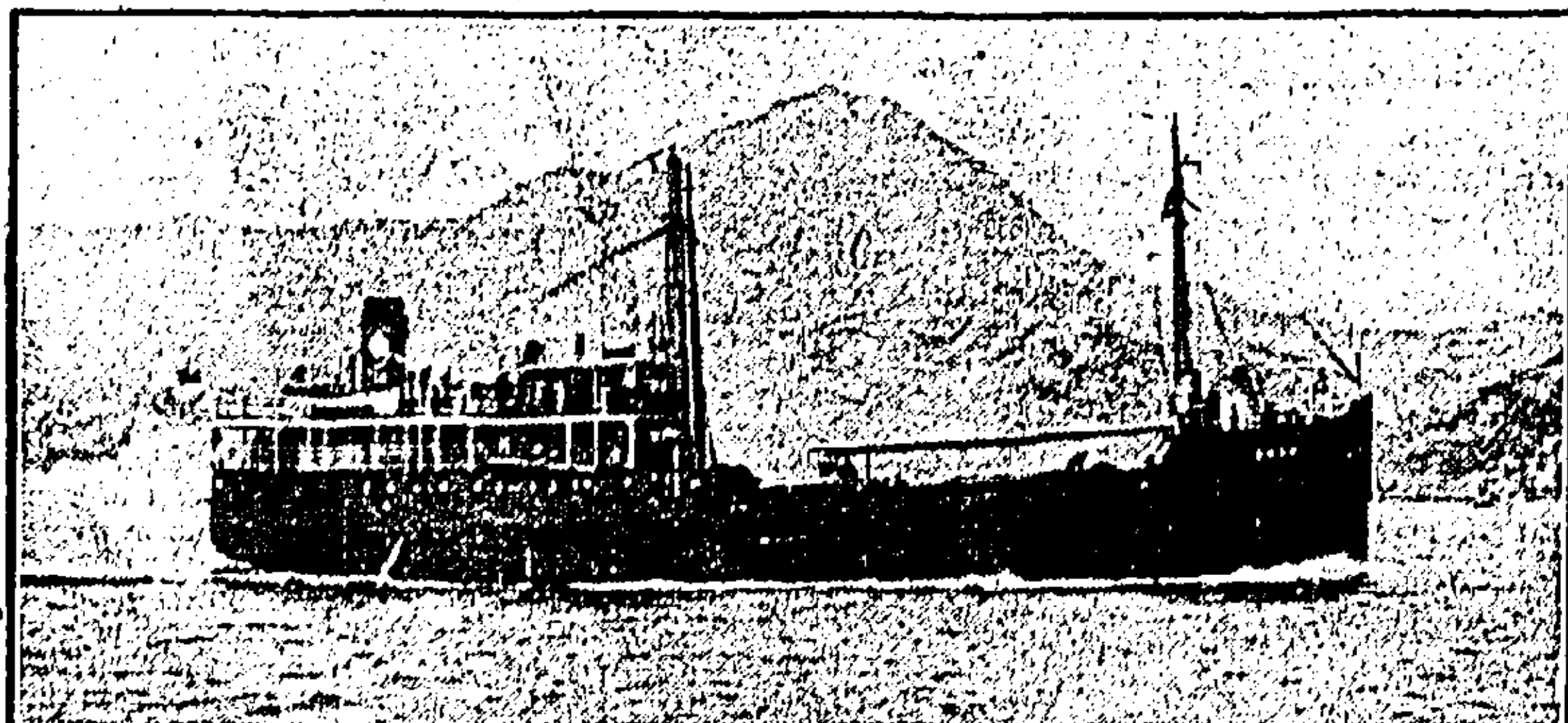
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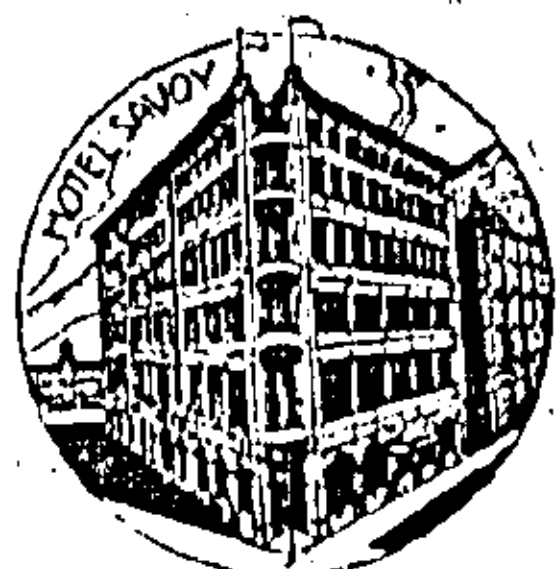
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Moderate Terms: families specially catered to.
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Cables:—"EUROPE"
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dancing every
Tuesday, Thursday
and Saturday.

Grill

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Arthur E. Odell, Managing-Director.

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Hongkong.



Above is seen General Chan Ming-shu with General Chang Wai-chang about to start on their flight from Canton to Shanghai by the plane "Pan Yue." They arrived safely, but four other machines accompanying them appear to have met with mishaps or delays. (Photo: Canton News Agency).

PACIFIC BRITISH POLICY.

(Continued from Page 1.)

Satisfied With Results.
Paris, Sept. 6.
Mr. Ramsay MacDonald, interviewed by Reuter on his arrival at seven o'clock from Geneva, said that he was very satisfied with the results obtained at Geneva hitherto.

Mr. MacDonald was accompanied by his daughter Isabel and travelled to London by air.—Reuter.

Secretary Sees Mr. Hoover.

Washington, Sept. 6.
Sir Robert Vansittart, who is Mr. Ramsay MacDonald's principal private secretary, and who has arrived in America, has seen President Hoover.—Reuter's American Service.

Disarmament Needs.

Geneva, Sept. 6.

Mr. Arthur Henderson, addressing the League Assembly, stressed the importance of pressing forward with disarmament without delay.

He said he hoped the proposed treaty as regards financial assistance to states which are victims of aggression might be converted into a general convention for signature before the end of the Assembly.

Britain would sign it subject to certain safeguards, including provision that the benefits be only available to signatories of the proposed Treaty of Disarmament.

Britain did not believe it was possible to adopt in its present form the model treaty for strengthening the means for preventing war, therefore proposed its reference to a third committee for modification in accordance with the Peace Pact.

Mr. Henderson pointed out that under the Covenant of the League the Governments had not renounced completely the right to a "private war," but the Peace Pact filled in the gap. He therefore submitted a draft resolution that it was desirable to re-examine Articles 12 and 15 of the Covenant, with a view to bringing the Covenant into line with the wider outlawry of war provided by the Peace Pact.—Reuter.

Planes for the Front.

General Chang Hsueh-liang, head of the Fengtien Government, has commissioned 24 military planes of the Aviation Department of the Manchurian Government to be ready to leave for the frontier sometime next week.

Telegraphic communications between Fengtien and Inner Mongolia have been interrupted and unconfirmed reports point to the possibility that Russian soldiers, who are very active there, may have taken possession of some of the Chinese cities in this region.

The Chinese authorities at Harbin have organized special Courts to examine the 1,114 Russians now in custody. Many of these are former employees of the C.E.R.

It is estimated that at the present rate it will take the Chinese Court three months to finish dealing with the large number of Russian prisoners.

Deadlock Continues.

Shanghai, Sept. 6.

No progress has been made during the past few days relative to the unofficial parity for the settlement of the C.E.R. issue between the Chinese Minister in Berlin, Mr. Chiang Tso-ping, and Russian representatives there.

Mr. Chiang Tso-ping is in Geneva, representing China at the meeting of the League of the Nations Assembly. In a telegraphic report to the Nanking Government, Mr. Chiang says he expects to return to Berlin some time this week, when he will resume his unofficial exchange of opinions with the Soviet Minister.

Russian Insists.

It is authentically reported that the Russian delegate is insisting on a joint proclamation by China and Russia prior to the formal opening of negotiations.

The Moscow Government has nominated two well-known personalities to act as plenipotentiary delegates for the coming meeting with the Chinese.

Another Chinese cable states that a Russian envoy is on his way to Geneva to meet Mr. Chiang Tso-ping.

Very Little Change.

Nanking, Sept. 6.

Dr. C. T. Wang, the Foreign Minister stated to pressmen that there has been little change in the Sino-Russian issue during the past week.

No agreement has been reached regarding the issuing of a joint declaration by both Governments.

China is awaiting the Soviet's approval of the Chinese draft, also the report by the Chinese Minister to Germany, who is at present at Geneva.—Reuter.

BRITAIN & CHINA.

CO-OPERATION IN WORK OF LEAGUE.

Geneva, Sept. 6.

Speaking at the meeting of the League of Nations Assembly, Mr. Arthur Henderson, the British Foreign Secretary, expressed pleasure at the recent speech of the Chinese delegate.

He said the British delegation welcomed what was then said, and looked forward with encouragement and help to collaboration with the great Chinese people in the active operations of the League.—Reuter.

RUSSIAN GUNFIRE HEARD.

REPORTED INVASION OF MONGOLIA.

CHINESE TROOPS AND PLANES MOVED FORWARD.

PARLEY DEADLOCK.

Harbin, Sept. 6.

On the whole, conditions at strategic points on the frontier remain fairly quiet, though it is learned that Russian gun-fire could be heard throughout yesterday at the Manchurian and Chalmor Stations on the Chinese Eastern Railway.

On the north-eastern border a state of desolation continues and Chinese reports affirm that 200 Russian plain clothes soldiers have appeared in the vicinity, though they had attempted no disturbances.

The Third Cavalry Regiment of the First Manchurian Division arrived here en route for the frontier on Thursday.

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WATER SUPPLY.

SITUATION NOW BETTER THAN LAST YEAR.

For the first time for many months the water situation on the island is better than was the case last year. On September 1 there was no less than 70,000,000 gallons more in storage on the island reservoirs than on the same date in 1928. During August, thanks to the heavy rains, there was an increase of 800,000,000 gallons.

The Water Authority's monthly return, which has just come to hand shows the Tylam, Tylam Byewash and Tylam Intermediate are all level with overflow, whilst Tylam Tuk on September 1, was 12 ft. 7 ins. below, Wong Nei Chung 4 ft. 1 in. below and Pokfulam 1 ft. 9 ins. below.

The following table gives the storage in millions and decimals of gallons on September 1 last year and this year:

	1928	1929
Tylam	227.15	384.80
Tylam Byewash	5.26	22.37
Tylam Intermediate	195.90	195.90
Tylam Tuk	1,273.00	1,128.75
Wong Nei Chung	12.62	25.19
Pokfulam	36.00	62.14
Total	1,749.93	1,819.15

The consumption during the month of August was 189,655 million gallons for a population of 436,140, giving the consumption per head per day as 14 gallons.

Last year the consumption for the month was 326,52 million gallons, the estimated population 424,820 and the consumption per head per day 24.8 gallons.

There was a full supply in all rider main districts during August, 1928, with the exception of the districts West of Garden Road, where an intermittent supply was given from August 1 to 9.

This year from Aug. 1 to 7 inclusive there was a supply by street fountains only from 8 a.m. to 6 p.m., from Aug. 8 to 18 an intermittent supply of two hours daily in all rider main districts and from Aug. 19 to 31 a twelve hours supply from the rider mains.

Kowloon Figures.

The Kowloon reservoir and the Reception reservoir are level with overflow. Shekklapui is 10 ft 2 ins. below. The storage figures are as follows in millions and decimals of gallons:

Kowloon Reservoir 336.15 1929 362.50

Shekklapui Reservoir 116.10 78.44

Reception Reservoir 32.93 33.15

Total 485.18 464.09

The consumption for August was 117,300 million gallons as against 113,94, the population 171,580 as against 166,540 and the consumption per head per day 22 gallons as against 22.1 gallons.

There was a full supply in all districts during August last year and this year.

The rainfall is given as 57.10 ins. as against 65.97 ins.

FLOOD DANGER IN INDIA.

IMPROVEMENT FOLLOWS FALL IN RIVER.

Hyderabad, Sept. 6.

Following the rapid fall of the river at Mithankot the authorities express the opinion that the danger of further extensive floods is disappearing, though reports of devastation following the earlier breaches in the river banks are still coming in.—Reuter.

NEW NOTE ON CRUISER QUESTION.

UNITED STATES ADDRESSES BRITAIN.

New York, Sept. 6.

The New York Evening Post says that the United States has addressed a new Note on the cruiser question to Great Britain.—Reuter's American Service.

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A fascinating new picture by the man who made "The Cat and the Canary"—



THE CHINESE PARROT

Romance—Chills—Thrills—Creeps—Laughs!

AT THE WORLD FINAL SHOWINGS TO-DAY

At 5.15 & 9.20.

Chinese Picture "Mark of Piss" at 2.30 & 7.15.

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AT THE STAR FINAL SHOWINGS TO-DAY

At 2.30, 5.30 and 9.20.